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9 771465 633133

01 ▶



05 News

Airline World's comprehensive coverage of worldwide news.

22 Dubai Airshow Report

All the news and orders from one of the world's major aerospace shows – including a full static display listing.

30 Air Madagascar at 50

Operations from the Indian Ocean island, famed for its flora and fauna.

40 Embraer's E-Jet Success

1,000 orders and counting.

42 Flying with the Dreamliner

Onboard the first commercial flight with ANA.

52 Congo's New Airports

How Lufthansa Consulting has been working with the Congolese Government.

58 Darwin Airline – A Swiss-Made Success

The evolution of the Swiss regional carrier.

64 Airline Catering Explored

The 'old' and the 'new' ways of preparing and serving food – Turkish Airlines' style.



70 Aviation Training

A review of recent developments.

72 Transaero

Twenty years of the Russian carrier.



76 Deliveries

The latest commercial acquisitions.



80 Departure Gate

A selection of readers' comments and photographs.



84 Aircraft Histories

Air Atlantique's Douglas DC-6, G-SIXC.



85 Photograph of the year 2011

Win £400 worth of photographic equipment.



86 Air Safety

In-depth safety reports and the most recent crash information.

90 China Southern Airlines – The Pearl of China

How the carrier embraced innovation to become the country's premier airline.



Ask your newsagent to reserve your monthly copy of **Airline World** today!

Contents

40 EMBRAER E-Jet Success Story

Subscribe to **Airline World** and make great savings on cover price. See pages 38 and 39 for details.

SUBSCRIBE & SAVE



22





52



64



30

**Air
Madagascar**
50 Years of Operations



58



90



42

Welcome



Airline World THE TEAM

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Photo: Global Supply
Systems' Boeing
747-400F at Dubai.
(Key Collection)

It was threatened that the national strike by UK public sector workers on November 30 would grind the country to a halt. Airport operator BAA at London/Heathrow had forecast delays of "up to 12 hours to pass through Customs and Immigration" with threats of keeping passengers cooped up in aircraft because of possible overloading in the terminals. These comments even resulted in some airlines cancelling flights to London on the day, with others offering to change passengers' flight dates for free. In the end – and perhaps not unsurprisingly – it appears that passengers had an easier time in the terminals than on a strike-free day! I wonder if any of the airlines involved will take any action against the BAA for loss of earnings from the flights?

I spent an interesting week at the Dubai Airshow in November. Originally low down in the pecking order of the most important trade shows, it is now certainly vying with Farnborough and Paris for the amount of orders announced during the week. Indeed this year, the world's largest (in value) was revealed by Emirates with its Boeing 777s, although this was soon superseded by Lion Air of Indonesia with its 737 MAXs and 737-900s the week after – see items in the Dubai Report and Asia Pacific News respectively. Although

both major manufacturers – Airbus and Boeing – have yet to reveal sales figures for 2011, the European constructor had been out in front for orders and deliveries. Perhaps with these additions and any that the US giant will reveal from its 'undisclosed customers' file, the 'race' will be closer than originally thought.

Finally, thanks to all our readers for supporting *Airline World* throughout 2011 and the Editorial team wish you all a Merry Christmas and a happy (and hopefully prosperous) New Year.

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Editor

Tony Dixon

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Front Cover Photo: China Southern's first Airbus A380. (Airbus)

Astraeus Ceases Operations

BRITISH INDEPENDENT carrier Astraeus Airlines confirmed on November 21 that it had ceased operations with immediate effect. The operator, owned by the Icelandic-based travel group Eignarhaldsfelagid Fengur, was founded in 2002 as a charter operator before moving into the leasing market in 2008. "We battled hard to save the airline, but lower-than-expected levels of business during the summer, a lack of contracts for winter 2011-2012, and some extremely bad luck with technical issues mean that we have no option but to cease all operations and put the airline in the hands of the administrators," Astraeus' CEO Hugh Parry commented.

"It is small comfort to those affected and impacted, I realise, but Astraeus comprised a fantastic team who did a fantastic job – quite possibly the best team in their aviation business sector." At the time of entering administration, the airline had lease contracts in place with several operators, including British Midland International - bmi, Iceland Express, Tonléap Airlines and Trawel Fly. Coincidentally, the airline's most celebrated pilot, Bruce Dickinson – the lead singer with heavy rock group Iron Maiden – was in command of one of the last Astraeus flights (from Jeddah to Manchester) operated on behalf of bmi. The band had used two of the carrier's Boeing 757s as transport on consecutive world tours – the aircraft were painted in an Iron Maiden-themed livery and wore the name 'Ed Force One', inspired by the band's mascot, 'Eddie'.

When the general media commented on

him being out of a job, Bruce was quite upbeat about his future! "I'm amused that the less well informed seem to be portraying me as having to resort to busking on the streets following the closure of Astraeus. The more astute members of my circle are aware there's rather more going on in my world."

"Firstly, I'm already working on a plan to try to save Astraeus, or at least create a new business with new jobs for my friends and former colleagues. This is a serious plan involving people who are very good at their jobs."

"Frankly, now the carrier has been relieved of the business model imposed upon it by Icelandic owners, who, to be honest, perhaps did not fully appreciate the way the key commercial aviation markets operated, I see the potential for a viable operation should acquisition of the company prove achievable. There is no reason why the original business model, which established Astraeus as possibly the best and most successful organisation in its sector, cannot be resurrected to the benefit of former employees and airline partners and clients alike."

The British Airline Pilots' Association (BALPA) announced its full support for those Astraeus members affected with General Secretary Jim McAuslan saying: "This is a difficult time of year for anyone to be faced with redundancy. This is a clear example of an industry that is under pressure from the rising cost of fuel and crippling Air Passenger Duty. How many more airlines will we see failing before the British politicians show support for this industry?"

AMR Corporation Files For Chapter 11

AMR CORPORATION, the parent company of American Airlines (AA) and American Eagle, has announced that "in order to achieve a cost and debt structure that is competitive and thereby assure its long-term viability and ability to continue delivering a world-class travel experience for its customers, it has filed for Chapter 11 reorganisation in the US Bankruptcy Court for the Southern District of New York."

The Chapter 11 process enables AA and American Eagle to continue conducting normal business operations while they restructure their debt, costs and other obligations. A spokesperson for AA said that labour-contract rules forced it to spend at least \$600 million more than other airlines. It also reported a loss of \$162million in the third quarter of 2011 and has lost money in 14 of the last 16 quarters. (Photo Key Collection)



Below • Astraeus provided an aircraft for the Iron Maiden tours. (Geoffrey Lee 2011 Iron Maiden Holdings Ltd)



Lufthansa to Sell BMI

THE LUFTHANSA group has announced that it intends to sell its fully-owned subsidiary, British Midland International - bmi to the International Airlines Group (IAG). The carrier has struggled to cope with rising fuel costs, while political unrest in the Middle East and North Africa has had a significant impact on the airline's traffic figures, leading to a €154 million loss for the first nine months of the year.

The sale to the Anglo-Spanish consortium, IAG, which currently owns British Airways and Iberia, is reported to have been agreed in principle. However, final closure of the deal, which is expected to be completed in the first quarter of

2012, remains dependant upon the completion of due diligence and regulatory clearance.

The sale of bmi has attracted interest from several potential suitors, with Virgin Atlantic confirming that it had entered a bid for the British airline.

"We can confirm that we have made a bid for bmi, and are working with Lufthansa on the next stage of the purchase," a spokesman for Virgin Atlantic reported. "We remain committed to the acquisition of the carrier and believe that our offer will lead to the best outcome for the millions of consumers that fly in and out of Heathrow every year." While Lufthansa has confirmed IAG as

the preferred bidder, regulatory clearance represents a significant hurdle – with bmi currently holding 8.5% of the highly sought-after landing and take-off slots at London/Heathrow, the airline's acquisition by IAG would increase the consortium's share of the slots to almost 60%. With capacity at the airport virtually exhausted, any deal may yet be scuppered by the UK's Competition Commission. Conscious that the sale to IAG may yet be opposed, Virgin is persevering with its bid for the carrier and added that it was "very concerned" about the potential situation at Heathrow. "IAG's purchase of bmi would be disastrous for consumer

choice and competition. With the government limiting growth at Heathrow, they cannot afford to turn a blind eye to the deterioration of competition that would result."

Although Lufthansa has placed the entire bmi group for sale, reports have emerged that each division, including the mainline carrier, low-cost airline bmi baby and Aberdeen-based bmi Regional will be sold separately. Talks are already at an advanced stage for the sale of the latter to a UK-based investment group, with a statement from the airline confirming that it would continue to operate the winter 2011/12 timetable in its current guise.

Comtel Ceases Operations

AUSTRIAN CARRIER Comtel Air has ceased operations after running into financial difficulties. The airline was flying daily services between Birmingham and the northern-Indian city of Amritsar using a wet-leased Boeing 757 but was grounded in Vienna, Austria when the aircraft's owner, Spanish carrier Mint Líneas Aéreas, withdrew its services citing unresolved financial issues.

Comtel, which attributed its difficulties

to money owed by British travel agents, was widely reported to have taken the extraordinary step of asking passengers travelling on its flight to the UK to pay an extra £130 each to fund the £23,000 of fuel required to complete the journey to Birmingham. The UK's Civil Aviation Authority (CAA) intervened to help repatriate an estimated 200 stranded British passengers and offered special, discounted rates on other carriers. (Photo Comtel)



First 747-8F Arrives in the UK

GLOBAL SUPPLY Systems (GSS) received the first of an eventual three Boeing 747-8 Freighters, G-GSSD (c/n 37561), on November 4. The aircraft is being operated on behalf of British Airways World Cargo on a five year wet-lease agreement from US operator Atlas Air

(which owns a 49% share in GSS).

"We have been looking forward to the delivery of our first 747-8F for a long time, and we are delighted that it is going into service with our valued, long-standing customer, British Airways World Cargo," said Atlas Air CEO William J Flynn.

Jude Winstanley, Senior Vice President for IAG Cargo (which owns BA World Cargo), added: "The addition of the 747-8 Freighter to the fleet is an important step in our overall long-haul business strategy. The aircraft provides us market-leading performance in terms of payload, fuel

efficiency, low tonne-kilometre cost and environmental compliance."

The -8 Freighter is the latest variant of the 747 family and features a stretched fuselage, redesigned wings and more fuel efficient General Electric GEnx-2B engines. (Photo Boeing)



Avies Lands Government Contract

Estonian carrier Avies was recently awarded a Swedish Government contract to operate subsidised domestic routes. Pictured at Stockholm/Arlanda is British Aerospace Jetstream 31, ES-PJG (c/n 701). (Stefan Sjögren)



New Jets for Titan

LONDON/STANSTED-based charter operator Titan Airways has acquired two Boeing 757s as part of its ongoing fleet renewal programme. The twin-jets, TC-OGT (c/n 29307) and TC-OGS (c/n 29308) were previously operated by Turkish carrier Atlas Air and are scheduled for delivery in spring 2012. "The new 757s have been purchased

as part of our ongoing fleet renewal programme and our strategy for owning our own aircraft," Titan Airways Commercial Director Alastair Kiernan commented. "The versatility of the aircraft, particularly given its size, range, payload and the flexibility of seating configurations, makes it a firm favourite with our clients and we are delighted

to now offer these aircraft for short-, medium- or long-term lease and ad-hoc charter."

Titan is using the delivery of the two 757s to introduce a redesigned cabin interior featuring new slim-line seating. The carrier, now in its 24th year, has also added two Cessna Citation CJ2+ business jets to its fleet.

Air Berlin Turkey Launches Services



Air Berlin Turkey, the joint venture between Air Berlin and Pegasus Airlines, launched services on November 1 using two Boeing 737-800s; both aircraft, including TC-IZC (c/n 37745), wear the German carrier's livery and carry additional 'Turkey' titles. (Ilgaz Deger)

BA Pays Respect



British Airways held a two minute silence to mark Armistice Day on November 11, and Remembrance Sunday on November 13. As a mark of respect, none of the carrier's aircraft were started up during this time. (British Airways)

Flybe to Offer In-Flight Messaging

UK REGIONAL carrier Flybe has confirmed that it will soon be able to offer in-flight communication to passengers travelling on its fleet of Embraer E-Jets. The facility is a fringe benefit of a satellite communication (satcom) installation used to provide live weather data to aircraft.

The carrier has partnered with US weather data specialist, AirDat, which is helping to fund the programme, with installation on up to 20 aircraft expected by April 2012.

"It is cheaper to acquire the hardware and install it on an airliner than to use weather balloons," Flybe UK CEO Andrew Strong said. The equipment will allow AirDat to benefit from real-time weather data provided by Flybe flights, while the carrier can use the remaining satcom bandwidth for otherwise prohibitively expensive operational communication,

and for onboard mobile phone usage. Installation of satcom will focus initially on the E175 and E195 fleets, taking advantage of the aircraft's longer flight sectors. It is not immediately clear whether mobile communication, which will be limited to SMS and email on account of the limited bandwidth available, will be used by the carrier as a means of generating revenue.

In a separate initiative, Cambridge University is working with Flybe to develop a particulate matter sensor to provide real-time volcanic ash warnings to flight crews.

Strong added: "Couple satcom with the detector and you can start providing some very interesting data." Development is currently at the test phase, but Strong confirmed that a proof-of-concept model could be ready within nine months.

in brief

London/Heathrow has embarked on a four-month mixed-mode operations trial aimed at reducing delays. For the duration of the trial, expected to run until February 29, 2012, the airport has been given greater flexibility as to when its parallel runways can be used simultaneously for landing and take-offs to eliminate delays.

German carrier **Air Berlin** has delayed the delivery of 19 Airbus and Boeing aircraft as it restructures its fleet and network under the 'Shape & Size' initiative. The first of 11 A320s and eight 737s, worth an estimated \$1.6 billion, will now be delivered in 2015.

Flybe's franchise partner **Loganair** is to commence daily services between Glasgow and Donegal in Ireland from summer 2012.

Pegasus has announced plans to increase the frequency of its services between Istanbul/Sabiha Gökçen and London/Stansted to twice daily from March 2012. (Photo Pegasus Airlines)



London City Airport has confirmed that CEO Richard Gooding OBE is to step down from his position in early 2012. He will be replaced by the former CEO of the Dublin Airport Authority, Declan Collier, though Gooding is expected to join the airport's Board as a non-executive director.

After having spent 18 months in desert storage in Victorville, California, **British Airways** has returned Boeing 747-436, G-BNLG (c/n 24049), to service. The aircraft was flown back to the UK in June 2011 for refurbishment before positioning to London/Heathrow on November 21.

Guernsey Airport has signed a £55 million contract with Lagan Construction to refurbish its main 4,800ft (1,463m) runway. While it will remain the same length, the runway is set to be displaced by almost 400ft (120m) to the west to accommodate an end safety area. The work also includes new drainage, aprons and taxiways.

Airstream has completed the sale of former ItAli Air McDonnell Douglas MD-82, I-DAVA (c/n 49215) to Southend-based Thameside Aero Spares. The aircraft had previously been impounded by the UK's Civil Aviation Authority and will be reduced to spares.

British low-cost carrier **easyJet** has announced plans to launch a thrice weekly London/Luton to Reykjavik service from March 2012.

New Livery for Romavia

Pictured wearing the carrier's new colour scheme is Romavia's British Aerospace 146-200, YR-BEC (c/n E2062). (J & D Górczynski)



BA Prepares for A380

BRITISH AIRWAYS (BA) has completed the latest phase of a multi-million pound project designed to prepare the carrier for the 2013 delivery of its Airbus A380s. Completed overnight on November 18, the entrance to the carrier's 1950s-vintage engineering hangars at London/Heathrow was raised by 11.5ft (3.5m) to accommodate the taller tail fin of the new 'Super Jumbo'. The centrepiece of the modification was a 24-tonne 'eyebrow', held in place by almost 2.5 miles (4km) of linear welds.

"This is an important step in converting our hangars ready for our new aircraft arriving in 2013, it could also allow us to provide maintenance solutions to other A380 customers at Heathrow," Vance Williamson, BA's Head of Property Services, said. "The hangar modifications represent only part of a wider property plan that will ensure that our engineering base remains a world class maintenance facility able to accommodate the very latest aircraft." (Photo British Airways)



Routes Europe 2013

BUDAPEST AIRPORT has confirmed that it has been successful in its bid to host Routes Europe in 2013. Considered by the aviation industry as a key event, the international route development forum provides an opportunity for airlines, airports and tourism authorities to discuss potential markets.

"We are delighted to have been selected to host Routes Europe 2013," said Budapest Airport CEO Jost Lammers. "We sincerely believe that Hungary, and Budapest, is a worthy venue for such a prestigious and recognised industry event." David Stroud, Executive Vice President - Airports at UBM Aviation Routes Limited, organiser of the event, added: "We are delighted to announce Budapest as the host city for our 8th Routes Europe event. It was an extremely difficult decision, but we felt that the excellent air accessibility together with the city's infrastructure and first class event facilities made it the perfect choice."

LCC's Launch Reserved Seating

IN A breakaway from the conventional low-cost carrier (LCC) model, Irish no-frills airline Ryanair is set to introduce reserved seating following a successful trial in April 2011. Passengers travelling on all routes after January 10, 2012, will be given the option of reserving seats with additional leg room in the first two rows and those over the wing for a fee of €10 – the carrier's more conventional open-seating will remain in

place for the remainder of passengers. Meanwhile, rival operator easyJet has announced that it will begin a similar trial in spring 2012, although it intends to offer allocated seating for all passengers on selected flights. Like Ryanair, the airline has confirmed that it will charge for extra leg room seats, but added that where possible, it would place passengers travelling in a party together, even where pre-select-

ed seats had not been purchased. "This is another example of easyJet trying to do all it can to make travel easy and affordable for our passengers. We look forward to seeing how our passengers respond and how the trial works," easyJet CEO Carolyn McCall commented. "We will roll it out further only if it works operationally, from a revenue perspective and increases passenger satisfaction."

Iberia Trials Biofuel



Spain's first biofuel-powered commercial flight was operated in early October by Iberia's specially decorated Airbus A320-214, EC-KNM (c/n 1229). (Chris Hall)

Jet Aviation Receives Phenom 300

BRAZILIAN MANUFACTURER Embraer has delivered the first Phenom 300 executive aircraft to the Swiss operator Jet Aviation. The light jet will be managed by the company's charter division and will be based in Zurich.

"We are delighted to deliver the first Phenom 300 to Jet Aviation, one of the biggest charter operators in the world,"

said Embraer Executive Jets' Vice President, Marketing and Sales, Europe, Middle East and Africa, Colin Steven. "This delivery marks a significant step for us in the dynamic European market, where we continue to expand our presence."

Martin Bernegger, Senior Vice President and General Manager of Jet Aviation's EMEA & Asia aircraft charter division

added: "The Phenom 300 was selected because of its range of up to 2,000 nautical miles, as the best solution for our customer demand in Europe. It's very low operating cost is also impressive, together with the high performance and comfortable cabin of this newest light jet. We are very happy to commence operations with the aircraft."



Pictured following repainting at Bournemouth, UK, is Czech Airlines' Boeing 737-555, OK-XGB (c/n 26540). The aircraft now wears a late 1950's retro colourscheme worn by the carrier's first jet airliner, the Tupolev Tu-104. (Mark Empson/Airbourne Colours)

CSA Retrojet

Monarch Plans Birmingham Expansion

MONARCH AIRLINES has announced that it will expand its operations at Birmingham, UK, increasing its network by five destinations and adding two further Airbus A320s to its based fleet. The carrier, which will launch new routes to Dubrovnik, Heraklion, Milan, Rome and Venice from summer 2012, has recently revised its business plan and has shifted its focus from charter to scheduled services.

"We are delighted with Monarch's announcement regarding growth at Birmingham. The increase in the choice of routes served by the airline underpins the confidence it has in the future

growth of our region. In a difficult market it is encouraging to see this expansion also supporting the creation of up to 200 jobs," Paul Kehoe, Birmingham Airport's CEO, said.

"With our considerable investment in facilities and with plans to commit £100 million over the next ten years, the industry is clearly impressed with the work we are doing. We have enjoyed a long-standing relationship with the airline and we look forward to working further with Monarch and building on our successful partnership with them to promote and launch their new routes." Monarch Airlines' Managing Director

Kevin George, added: "Our strategy is now firmly focused on scheduled operations and we are delighted to be adding these new routes to our already extensive network of leisure destinations across Europe from Birmingham. Since launching scheduled services from Birmingham in summer 2005, our operation has continued to grow from strength to strength. We are all very excited to be adding two more aircraft to our Birmingham fleet and introducing our first flights to Italy and Croatia, which is fantastic news for our customers in the Midlands and cements Birmingham as one of our key UK airports."



Anadolujet is currently operating two ATR 72-212s on lease from the privately owned Turkish carrier Borajet. This example, TC-YAC (c/n 701) carries dual titles. (Marcus Steidele)

in brief

Jet2 has revealed that it carried over 2,000 pilgrims to the Hajj in a series of special charter flights from Leeds Bradford, Birmingham, East Midlands and Manchester airports during early November.

Scandinavian carrier **SAS** has signed an agreement with Sunrise Asset Management to sell 13 McDonnell Douglas MD82, MD-83 and MD-87 aircraft, plus 12 spare engines, to Las Vegas-based Allegiant Air. Delivery of the jets, valued at \$20 million, is due to be completed by February 2013.

Spanish airline **Iberia Regional** launched a twice-weekly service between Madrid/Barajas and Glasgow on November 1. The flight is operated by franchise partner Air Nostrum using a Bombardier CRJ aircraft. (Photo Iberia)



Icelandic budget carrier **WOW Air** has been officially launched ahead of starting services in June 2012. The Keflavik-based airline will use Airbus A320s leased from Avion Express to serve 12 destinations across Europe.

Turkish Airlines has been awarded 'Best Premium Economy Seat' by Skytrax. The Priestmangoode-designed cabin is being retrofitted to the carrier's fleet of 105 aircraft as part of a two-year upgrade programme.

The new security area in **London/Gatwick's South Terminal** has been officially opened. Developed by Vinci Construction, the new facility features 19 security lanes, including two for families and impaired mobility passengers, and is expected to reduce processing times for travellers arriving in the UK to just five minutes.

Dublin Aerospace has officially opened its new 40,000sq ft (3,716m²) landing gear centre. The €4.5 million facility, which will overhaul undercarriage on both the Airbus A320 and Boeing 737 types, is part of an ongoing investment which is expected to more than double the company's workforce to 300 staff.

Swiss operator **SkyWork Airlines** launched a twice-weekly service between Bern and Budapest, Hungary on October 31 using a 31-seat Dornier 328.

Alitalia has reported a third quarter income of €69.5 million, an increase of almost 77% against the same period in 2010. The carrier has attributed its results to rising passenger numbers, despite increasing fuel costs.

Lack of Capacity Could Cost UK £47 billion

AN INDEPENDENT report published by the business advisory firm, FTI Consulting, claims that the UK Government's decision not to increase the capacity of airports in the south-east of England until 2050 (see *Airliner World*, December issue, p8) could cost the country's economy up to £47 billion. The study suggests that the 'do nothing' approach identified in the Department for Transport's (DfT) recent report on reducing the UK's carbon emissions would 'stifle growth' and could result in lost benefits over the next 30 to 50 years.

"The report is a timely reminder of the important role aviation plays in supporting economic growth and recovery," remarked London/Gatwick CEO Stewart Wingate. "There is a growing consensus amongst the industry that capacity in the south east is an issue. This is supported by the report which notes the conclusion from the DfT's own projections that airport capacity at Gatwick and across the South East will fill up by 2030." Wingate added that while Gatwick is currently operating at 78% capacity, the figure for nearby Heathrow was nearer 99%. "The government must decide how the capacity issue is to be addressed but it is clear from the report that if we ignore the need for more capacity in the London airports system, the whole UK economy will suffer."

Coventry Lands Second Cargo Contract

BARELY WEEKS after resuming cargo operations, Coventry Airport has agreed a second contract for freight flights. German operator Nightexpress has agreed a deal to transfer its operations from nearby Birmingham – the carrier had previously flown from Coventry until the airport's temporary closure in December 2009.

"We're delighted to see Nightexpress back at Coventry and we look forward

to resuming our business relationship," said Marc Watkins, Coventry Airport's Business Development Manager.

Yvonne Boag, Managing Director of Nightexpress added that under the new arrangements, all of the carrier's personnel would also transfer from Birmingham. "We transfer packages, documents, special shipments, loose freight and large volumes in a variety of sectors including agricultural, auto-

otive, medical and pharmaceutical to meet our customers' demands. As time is of the essence, the cargo facilities at Coventry are perfect for our needs and will help us to consolidate our position as a market leader in this niche sector of the industry."

The carrier will operate between Frankfurt and Coventry using a Shorts 360 freighter each weeknight. (Photo Nightexpress)



Air Passenger Duty Set to Rise

IN HIS Autumn Statement on November 29, UK Chancellor George Osborne confirmed that the planned increase to the controversial Air Passenger Duty (APD) will go ahead in April 2012. Several of the largest UK airlines have lobbied to scrap the tax, which is levied on all outbound flights. Final figures have not yet been confirmed, but the Chancellor has indicated that the rise will be twice the rate of inflation (around 10%). He added that APD will also apply to flights aboard business aircraft from April 2013.

30 Years of DJing



Air Traffic's Learjet 31A, D-CURT (c/n 31A-042), has been repainted in this special livery celebrating Frankfurt-based DJ, Sven Väth's '30 years of DJing'. (Marcus Steidele)

Pictured at Eindhoven on November 12 was ATR 42-300, SP-KTR (c/n 092) of new regional operator OLT Jetair. The carrier is new brand name of the former German airline OLT and Jet Air of Poland. (Niels Quist)

New Polish-German Operator



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Kyrgyzstan Acquires Boeing

Former Qantas Boeing 737-476, VH-TJT (c/n 24445), now carries the temporary registration, N245SY. The aircraft, named Sam 4, is expected to join the Kyrgyzstan Air Company. (Tamás Martényi)



EU Ban for VIM

ROSATAVIA, THE Russian Department of Aviation/Ministry of Transport has banned Vim Avia (VIM), the ninth largest airline in the country, from operating its fleet of Boeing 757s to the EU. The ban is believed to have followed an unsatisfactory safety inspection of one of its aircraft in Paris by European authorities. A spokesperson for VIM commented that negotiations were under way with the EU and added that the carrier was optimistic the problem would be resolved quickly. Passengers currently booked on the airline's European services have been transferred to sister carrier Air Bashkortostan.

VIM has winter destinations in countries across Europe including Greece, Italy, Spain and Switzerland.

Russia Introduces RVSM

IN AN effort to increase airspace capacity, the Russian Ministry of Transport has introduced Reduced Vertical Separation Minima (RVSM). Aircraft flying above 29,000ft (8,900m) had previously been separated vertically by 1,640ft (500m) – the new RVSM procedures will reduce this clearance to 1,000ft (300m).

The Ministry of Transport reports that the reduced separation will allow the introduction of six new flight levels, increasing airspace capacity by 40-45%.

Introduced by Russia on November 17, RVSM was simultaneously launched in the neighbouring countries of Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan and Uzbekistan.

Armavia in the UK



Pictured arriving for maintenance at Southend, UK on October 25 was Armavia Airbus A320-214, EK-32006 (c/n 772). The type is expected to be relegated to domestic use as it is replaced by the Sukhoi Superjet 100. (Keith Burton)

Asian Growth for Air Astana

ALMATY, KAZAKHSTAN-based carrier Air Astana has confirmed plans to expand its Asian network after experiencing strong growth in passenger traffic. The airline has already increased the frequency of its long-haul services to Bangkok, Delhi and Kuala Lumpur, and intends to launch a new route to

Hong Kong in early 2012.

"Expanding political, business and tourism links between Kazakhstan and Asia continue to drive strong traffic growth on services to the region, with increased feed from Central Asia into our expanding Almaty hub also making a significant contribution," Air Astana

President Peter Foster commented.

"Immediate frequency increases on existing services and the launch of new services to Hong Kong and Ho Chi Minh City, in 2012, reflect the fact that Asia is playing an increasingly important part in our strategic long-term development."

NordStar Orders Additional ATRs

RUSSIAN CARRIER NordStar has increased its order for ATR 42-600 regional turboprops to five, with options on a further two. The Norilsk-based airline had previously announced a deal for two -600 series, itself a follow on to a 2010 order for four ATR 42-500. "We have been operating the -500 series since May 2011 and the aircraft has fully met our expectations in the difficult operating environment of Russia's Far North. They have become very popular among our passengers," remarked NordStar Airlines General Director, Kirill Buryy. "With the arrival of the new ATR 42-600s, we will further expand our network with new routes and additional frequencies within the Krasnoyarsk region. The

new 'Armonia' cabin will also provide our passengers with even higher standards of comfort, including new slim seats, additional legroom and larger overhead bins."

The latest order, valued at an estimated \$132 million, will increase Nord Star's fleet of ATRs to nine aircraft, and will make the airline the first operator of the -600 series in the country.

Filippo Bagnato, Chief Executive Officer of ATR, underlined "the renewal of the confidence by NordStar after only a few months of operating ATRs. We are pleased to introduce the new -600s in Russia, which is a very dynamic market with a huge potential for the expansion of regional aviation with the most modern turboprops." (Photo ATR)



Superjet Closes on European Certification

SUKHOI'S SUPERJET 100 (SSJ100) regional aircraft has taken a significant step towards achieving its European Aviation Safety Agency (EASA) certification after successfully completing static fuselage strength testing. In a series of tests performed by TsAGI (Central Aerohydrodynamics Institute) in Zhukovskiy, Moscow, in late October, the fuselage of the SSJ100 prototype, c/n 95002, withstood the ultimate pressure load, nearly double the approved operational limit. It confirmed the type's compliance with rule CS-25 (Certification Specifications – Large Airplanes) of the EASA Certification. "The European certification will allow us not only to start the commercial operations of the SSJ100 by Western airlines, but also to boost the SSJ100 sales worldwide," commented Igor Vinogradov, Sukhoi Civil Aircraft Vice-



President for design and certification. TsAGI Deputy Director General, Mikhail Zichenkov, added: "These tests represent a great milestone, in terms of the aircraft development and new methods of static strength testing. For these specific tests a new dedicated experimental facility was established in TsAGI and the SSJ100 fuselage was equipped with

a special explosive protection system." Meanwhile, deliveries of the SSJ100 have continued with Russian national carrier Aeroflot receiving its third of an eventual 30 examples, RA-89003 (c/n 95011), on November 9. The fleet is currently being used to operate domestic services from Moscow/Sheremetyevo. (Photo aviaMK via Chris Doggett)

Ruby Star in the UK

An unusual visitor to East Midlands Airport, UK, on October 28 was Ruby Star Antonov An-12, EW-275T1 (c/n 00347210). The freighter was being used to transport a jet engine. (Kevin Bates)



Georgian Opt for Boeing

AFTER PROTRACTED negotiations, Airzena Georgian Airways has placed an order with US manufacturer Boeing for two Next Generation 737s. Delivery of the first example is expected in 2012, while the carrier has also expressed an interest in acquiring the new 787. Tamaz Galashvili, Chairman of the Airzena Directors Board, said: "Over the last two years, tourism has developed significantly in Georgia. Following

long-term negotiations with Boeing, we have made a decision and have signed a contract to purchase two new aircraft from 2012. Longer term, we also plan to purchase the 787 Dreamliner. With our updated fleet, we will be able to offer our passengers new destinations." Marty Bentrott, Vice-President of Boeing added: "We have signed a contract with Airzena as a result of long-term activities with the company. They will purchase two

Boeing 737 (NG)s, with deliveries due to commence in 2012. Airzena management has also expressed an interest in the latest Boeing model, the 787 Dreamliner – delivery of this aircraft will be possible from 2018." Pilot training in the country also stands to benefit from the deal, with Boeing offering a grant of \$50,000 to the Georgian Aviation University in Tbilisi – the grant will be used to fund the training of pilots destined to join Airzena.



First 777 for Orenair

Aeroflot subsidiary Orenburg Airlines has received its first Boeing 777-200ER, VQ-BNU (c/n 29908). The wide-body twinjet previously operated with Air Austral. (aviaMK via Chris Doggett)

in brief

Russian national airline **Aeroflot** has confirmed it will deliver Airbus A320s and Sukhoi Superjet 100s to its regional subsidiaries as part of an ongoing modernisation exercise.

UTair has announced plans to acquire ten Boeing 767 wide-body aircraft, with the first expected to join the carrier in 2012. Andrey Martirosov, UTair CEO has also suggested the airline is considering a further order for ATR turboprops.

Figures released by the Ministry of Transport show that passenger figures for **Russian** airlines between January and September reached 49.4 million, an increase of 12.8% over the same period last year. The country's five biggest carriers, including Aeroflot, Transaero and UTair, accounted for 56.4% of the market share.

Russian low-cost carrier **Sky Express** has had its Air Operator's Certificate (AOC) withdrawn as it consolidates its operations with sister carrier **Kuban Airlines**. It is expected that the new entity will take on the Sky Express identity, though it is unclear whether the carrier will remain in the low-cost market. (Photo Sky Express)



Russian carrier **S7 Airlines** is to launch flights between Moscow and the Italian cities of Turin and Bergamo. The weekly rotations will be operated by an Airbus A319 in a two-class, 128-seat layout.

Ural Airlines has officially retired its sole remaining Tupolev Tu-154 after a flight from Yamburg to Ekaterinburg/Koltsovo on October 16. The tri-jet has been replaced by an all-Airbus fleet and was the last Russian-built type to serve the airline.

Transaero has signed a Memorandum of Understanding with Airbus for four A380s. This was followed by an order with rival manufacturer Boeing for four 747-8 Intercontinentals – the carrier will be the first in Russia to operate both types (see p72 of this issue for further details).

Boeing has agreed a partnership with **Azerbaijan Airlines** to add the airline's training centre in Baku to the manufacturer's global network of flight training campuses.

The **Irkut Corporation** has selected **Gidromash** to develop, test and supply the landing gear for the new MS-21 narrow-body regional jet. Final assembly of the aircraft is expected to start in 2016.

Comair Celebrates 15 Years of BA

COMAIR LIMITED is celebrating its fifteenth successful year operating as a partner of British Airways (BA) in South Africa. It has an exclusive relationship in sub-Saharan Africa with the UK carrier which has managed it under a franchise agreement since the airline entered the local market, proudly flying under the colours and livery of the BA brand.

Since the deregulation of the South African domestic airline industry in 1991, BA (operated by Comair Limited) has remained one of only three private sector airlines to survive in a marketplace with (otherwise) a 73% failure rate. Despite the entry of two new airlines to the local market in this year alone, the operator remains the only carrier in the private sector that operates premium, full-service flights to both local and regional destinations. (Mike Wright)

Saudi Privatisation Nears?

KING ABDULLAH of Saudi Arabia has ordered that an independent civil aviation authority be set up and has named Prince Fahd bin Abdullah bin Mohammed Al Saud as its head. He will also be put in charge of the board of Saudi Arabian Airlines, a move that could help speed up privatisation of the national carrier.

The decision came as part of a series of royal decrees published via state media that have separated civil aviation from the Ministry of Defence and Aviation following the death of Crown Prince Sultan, who was also in charge of the ministry. The decree has ordered that all duties and responsibilities of civil aviation should be transferred from the Defence Ministry to the General Authority for Civil Aviation, which comes directly under the king in his capacity as prime minister.

The Saudi Government has been trying to privatise Saudi Arabian Airlines, one of the largest in the Middle East, for many years. It launched the process in 2006 by dividing up the company into six units, with a view to selling each separately. These include catering, cargo, maintenance, airline, flight academy and ground handling.

SkyCargo Record



EMIRATES SKYCARGO, the freight division of Emirates Airline, has set a new record for the heaviest recorded single item ever carried by a Boeing 777F. Weighing in at 21.157 tonnes (including packaging), the item – a specialised valve used to seal, control and monitor

oil and gas wells – was just short of the aircraft's 21.624 tonne limit. The blowout preventer, which was transported from Iraq's Erbil International Airport to Dubai, would normally be transported by sea, but the customer required a faster solution. At 7ft 4in

(2.25m) by 6ft 3in (1.9m) by 6ft 3in (1.9m), the dimensions also tested the capacity of the aircraft to the full. Emirates SkyCargo worked closely with dnata, the ground handling agent in Erbil, the customer – Starlight – and its delivery agent in Erbil. (Photo Emirates SkyCargo)

New Cargo Carrier



GCS Cargo is a new freight carrier in the UAE. It has received this Airbus A300B4F, EK-30277 (c/n 277, ex-TC-MNC) from MNG Cargo in Turkey. (Lyndon Griffith)

ExecuJet Upgrade at Lanseria



ExecuJet South Africa unveiled its newly refurbished VIP Passenger Lounge at the company's Lanseria FBO. The facility also includes lounges and rest room for its flight crew with access to telephone and Internet facilities. An operations room provides the latest weather forecasts and flight planning. During the event a new addition to the company's charter fleet was also introduced to guests in the shape of a Bombardier Global Express XRS. (ExecuJet)

Embraer For Rak Airways

Rak Airways received its first Embraer 190, ER-ECB (c/n 0325) when it was delivered to Ras al Khaimah in the UAE during the week of the Dubai Airshow. The aircraft has been leased from Air Moldova. (Rainer Bexten)



Self-Service At Abu Dhabi International Airport

THE RESULTS of this year's SITA/Air Transport World Passenger Self-Service Survey show that passengers at Abu Dhabi International Airport (AUH) have the highest demand for self-service options of six major airport hubs. The demand for self-service is partly fuelled

by smartphone adoption rates of 78% for frequent flyers (over ten trips per year) and 35% among Business/First class travellers. The survey reveals a clear opportunity for airlines to increase the use of mobile check-in, which had only been used by 12% of

survey respondents compared to 38% who had used online check-in. The other airports featured were: Beijing International Airport; Frankfurt International Airport; Atlanta/Hartsfield-Jackson; Mumbai International; and São Paulo/Guarulhos.

Qatar Airways Uses EFF

QATAR AIRWAYS will be the launch customer for Boeing's new Electronic Flight Folder (EFF), which will be installed on the fleet of Boeing 777s from 2012. It will become the first airline in the world to transmit day-of-flight data such as flight plans and weather information directly to the

777 Class 3 Electronic Flight Bag (EFB). The EFF will also be used on the future 787 fleet, making Qatar the first airline to deploy such advanced operational software on both models. It is a software application that allows pilots to conduct route briefings and log flight progress directly on the aircraft's EFB.

Falcon Cargo Launched

BAHRAIN'S NATIONAL carrier, Gulf Air has launched 'Falcon Cargo', its newly branded cargo subsidiary. It offers a comprehensive suite of services that includes Falcon Express, mail, courier, diplomatic and general cargo, animal transportation, dangerous goods,

high-value cargo as well as other shipments that require special handling. "The launch of Falcon Cargo marks yet another milestone in getting closer to our customers," said the carrier's Senior Manager Rory Black, adding that the freight will be carried in the bellies of passenger aircraft.

State Visitor

Newly-acquired Ivory Coast Coast Boeing 727-2Y4/Adv, TU-VAO (c/n 22968), was a recent visitor to Brussels, Belgium, for a state visit. It had previously been operated by the Afghan Government as VP-CML. (Michiel De Roeck)



Order Changes at Boeing

BOEING MAY lose the sale of ten Boeing 747-8F freighters with a list value of \$3.3 billion as lessor Dubai Aerospace Enterprise (DAE) seeks to shift the order

to the smaller 777. These could then be leased to Gulf carrier Emirates according to an unconfirmed source at the lessor. DAE had already converted five of its

15 747-8 orders to 777s (for Emirates), and switching the remaining freighter orders to 777s would cut about 10% from Boeing's backlog for the 747-8.

in brief

Royal Jordanian Airlines and **Air Berlin** have entered into a codeshare agreement that will add some points to the route network of both carriers. The agreement was applied to flights starting from November 1, 2011.

The **Ghana Air Force** has taken delivery of the first of two CASA C295 aircraft that it ordered from Airbus Military. It can be used for troop transportation, medical evacuation, and palletized/bulk loads. The second example will be delivered in the first quarter of 2012. (Photo Airbus Military)



Al Bateen Executive Airport in the UAE recorded over 150 business aircraft movements during the week of the Etihad Airways-sponsored Formula 1 Grand Prix (November 8-13). This represented a total increase of 58% in movements compared with the same period for last year's event.

The Government of Ghana is investing \$15 million in upgrading the baggage and passenger check-in systems at **Kotoka International Airport**. Ghana Airports Company has teamed up with airport IT specialist SITA to install a new baggage reconciliation system, as well as the latest common-use self-service (CUSS) check-in kiosks, at the gateway. As part of the ten-year project SITA will also install its suite of airport management solutions at the gateway, including a new airport operational database and flight information display system that will ensure passengers get a real-time update of their flight changes.

Emirates Airline produced a net profit of \$225 million, for the first six months of its current financial year ending September 30, 2011. Over the past seven years, the airline has grown from a 60-strong fleet to currently number 161 wide-bodies. In addition, the company's revenue has increased by 20% per annum over the same time period resulting in a record 23 years of profitability.

Stellar Airways of the Democratic Republic of Congo has wet-leased an Airbus A320 from White Airways of Portugal for 12 months. It will be used to carry out internal flights from the capital Kinshasa.

Arik Air, Nigeria's largest commercial airline, has been formally named as the International Air Transport Association's (IATA) newest member. The membership follows one year after Arik satisfied the requirements to be registered on the IATA Operational Safety Audit's (IOSA) register.

Volaris Buys Airbuses

MEXICAN LOW-COST carrier Volaris has signed a Memorandum of Understanding for 44 Airbus A320s – comprising 30 A320neo and 14 A320 Family. The carrier is the first in Mexico to order the A320neo. Since starting operations in 2006, Volaris has become one of the leading airlines in the country (in terms of passenger figures) having quickly expanded its network, including routes to the United States. "Fuel efficiency and reliability are critical to keeping us among the top low-cost carriers in Mexico," said Enrique Beltranena, CEO of Volaris. "These new A320s will allow us to maintain the youngest fleet in the country, while further improving our environmental performance."

First ATR 72-600 For Caribbean



TRINIDAD AND Tobago's national flag carrier Caribbean Airlines has taken delivery of its first of nine ATR 72-600s, replacing its ageing fleet of Bombardier Dash 8-Q300s and adding frequencies, routes and passenger capacity. The aircraft are configured with 68 seats

and equipped with the new 'Armonia' cabin with increased levels of comfort and including in-flight entertainment. Some of the new aircraft will be used for the domestic route network operated by Air Jamaica, which was recently acquired by the carrier.

"The introduction of this aircraft marks a real milestone in our national aviation," said Robert Corbie, acting CEO of Caribbean Airlines. "It will bring even better connectivity and comfort to our passengers, at optimal fares." (Photo ATR)

Venezolana Amended Colours



Pictured at Opa Locka, Florida, in early November, this McDonnell Douglas MD-82, N511JZ (c/n 49511) of Venezolana - Línea Aérea de Venezuela – is seen with a different tail colouring to the carrier's Boeing fleet. (Gary Claridge-King)

Omni Air Gains B767-200ERs

OMNI AIR International of the USA has placed its first (of two) Boeing 767-200ERs into service. The aircraft are equipped with Boeing's 777-style interior in a two-class (First and Economy) configuration with all-leather seat covers.

"The 767-200ER offers impressive seat cost economics and provides incredible range for non-stop flight capabilities," said Robert Jared, Omni's Senior Director of Business Planning and Strategy. The aircraft join the current fleet of 757-200ER, 767-300ER and 777-200ER aircraft to provide an even broader capability of payload and range.

"As a leader in worldwide passenger charter and ACMI wet lease services, we strive to provide our customers with the most capable solution for their transportation needs," said Sean Ralson, Omni's Director of Commercial Sales and Marketing. "Our current fleet can offer passenger configurations as high as 400 seats with impressive non-stop range capability." (BR)

New Antigua Airport Terminal

CONSTRUCTION HAS started on a new \$45 million terminal that will expand VC Bird International Airport, located north of Saint John's in Antigua. It is hoped that the investment will bring

jobs, economic growth and even more tourists to the islands of Antigua and Barbuda.

The building will cover 165,814sq ft (15,404m²) and features 26 check-

in counters, 20 immigration desks and three airbridges. There will also be extensive retail space and a food court, as well as free Wi-Fi and Internet.

Caravans For Tropic Air

TROPIC AIR of Belize has received two new Cessna 208B Caravans at the company's headquarters in San Pedro. They were flown from Cessna Aircraft's facility in Wichita, Kansas on November 15. According to the carrier, each aircraft cost over \$2 million and represents an investment in the growth of the region's tourism. They are equipped with a Garmin G1000 'glass cockpit' and each seats 14 passengers plus crew.

"We have a fleet renewal plan that will see us operating some of the most

modern, fuel efficient and technologically advanced aircraft in the region," said John Greif III, President of Tropic Air. "We have been looking forward to the delivery of these new aircraft for some time."

The carrier has four more Caravans on order with Cessna, with two planned for delivery in 2012. It has already taken delivery of five, which the carrier claims has enabled it to become the market leader in the region, launching new regional routes such as to Guatemala City.

Wiggins Adds Bandits



Wiggins Airways, a cargo carrier based in Manchester, New Hampshire, has apparently purchased the entire fleet of Embraer EMB-110 Bandeirante freighters from the defunct Bennington-based AirNow. The aircraft now wear the Wiggins' titles and logo on the tail. One of them, N115WA (c/n 110451) is pictured at Auburn/Lewiston on October 7, 2011. (Eric Trum)

Air Transat Airbus

About to leave Manchester, UK on a winter lease to Canadian carrier Air Transat, this Airbus A330-243 G-TCXA (c/n 795) displays a variation in the North American operator's colours. (Nik French)



More A330s For Hawaiian

HONOLULU-BASED Hawaiian Airlines has ordered five more Airbus A330-200s and now has a commitment for 22, including four that are leased, with the first five of the order now in operation. "Adding these additional aircraft to our fleet over the next four years will

support the continued expansion of our network and the replacement of our current Boeing 767-300s," said the carrier's President and CEO Mark Dunkerley. "Our guests have responded enthusiastically to the cabin comfort and amenities of the new type."

Record Revenues at US Airways

DESPITE POSTING its highest ever third quarter revenue result, US Airways has seen its net profit for the period fall 62% to \$95 million, citing the high price in aviation fuel.

"We are pleased to report a third quarter 2011 profit, particularly given the

44% year-over-year increase in fuel price," said the Group's Chairman and CEO Doug Parker. "Customer demand continues to be strong as evidenced by the highest third quarter revenue... Looking forward, we see continued strong demand in the fourth quarter."

Dynamic Adds Boeing 767

COMMERCIAL JET charter carrier Dynamic Airways, based at Piedmont Triad International Airport in Greensboro, North Carolina has added a Boeing 767-200 to its Air Carrier Certificate. The

aircraft is configured with 218 seats – 18 First and 200 Economy – and is available for ACMI wet lease, full charter and corporate shuttle programmes for private and government organisations. (BR)

Frontier Airlines Might Be Sold

ACCORDING TO Republic Airways Holdings' President and CEO Bryan Bedford, the company may look at selling Frontier Airlines now that \$120 million in financial restructuring is nearly complete. He added that it will begin looking to separate its traditional business model – flying regional jets under separate names for legacy air carriers – from Frontier. Republic purchased Frontier out of bankruptcy in 2009 and then merged it with Midwest Airlines of Milwaukee, which Republic had purchased earlier that year. Company leaders have nearly completed a restructuring of employee and supplier contracts designed to save the company enough money to bring it back to profitability.

in brief

Sacramento International Airport's new \$1 billion Terminal B was opened in October. The facility is made up of two buildings – landside and airside – that are connected by two automated people movers. The landside building accommodates the ticket halls, while the airside building houses the gates and jetways. Terminal B has 19 gates, six more than the 1967 facility it replaces, and it will have 11 Transportation Security Administration (TSA) checkpoint lanes, nearly double the existing number.

Simulator manufacturer **CAE** has announced that its **Boeing 787 Dreamliner** full-flight simulator, which was sold to Continental Airlines, has received interim Level C certification without restrictions by the FAA. The airline's pilots have begun training on the device, located at its facility in Houston, Texas. The unit will be certified to Level D following receipt of the final aircraft data package from Boeing.

Low-Cost carrier **JetBlue Airways** has finalised its firm order for 40 A320neos that was previously announced at the Paris Air Show in June, but has still not yet revealed its engine selection. It has also converted 30 of its pre-existing orders for A320s to the larger A321 model with enhanced Sharklet wingtip devices. (Photo Airbus)



American Airlines (AA) has ordered CFM56-5B engines to power its new Airbus A319s that are scheduled for delivery between 2013 and 2017. AA has been a CFM customer since 1996 and the airline currently has more than 300 CFM56-7B-powered Boeing Next-Generation 737-800s in service or on order.

Republic Airways Holdings, the parent company of Denver-based **Frontier Airlines**, has confirmed the previously announced Memorandum of Understanding for 60 Airbus A320neo (New Engine Option) plus 20 A319neos. Frontier currently operates a fleet of 59 A320 Family aircraft. Republic has selected CFM International's LEAP-X engines for all 80 aircraft, which will also feature large Sharklet wingtip devices.

According to the country's Tourism Minister, Freddy Ehlers, the Ecuadorian Government is considering partially privatizing its national carrier **TAME Línea Aérea del Ecuador** and is looking for a strategic partner to develop Eloy Alfaro International Airport in Manta. Ecuador's national flag carrier operates on a mostly domestic network and some international routes to Colombia, Cuba, the Dominican Republic and Panama using three Airbus A320-200s, one A319, five Embraer 170s and E190s, and one ATR 42-500.

First Atlas 767



Atlas Air of the USA has received its first Boeing 767-300ER, N641GT (c/n 25132). It had been previously used by GOL Transportes Aéreos. (Bernhard Ross/AirlinersGallery.com)

Kelowna Airport Expansion

CANADA'S KELOWNA International Airport has started constructing the first phase of its multi-million dollar expansion. The 'Kelowna Air Terminal Building Expansion Project' includes

an extension to the north of the facility for a new Canadian Border Services Agency (CBSA) Primary Inspection area, which will screen passengers arriving on international flights. There will be a

one-storey addition to the facility with a new screening hall, public washrooms and an extension to the airside corridor, as well as a new mechanical and electrical room.

Cathay Pacific Receives First 747-8 Freighter

HONG KONG-based Cathay Pacific Airways took delivery of its first Boeing 747-8 Freighter on October 31, becoming the second operator of the type after Cargolux (see *Airliner World*, Dec 2011, pg 30-31). The initial freighter, B-LJE (c/n 39242) has subsequently been joined by two further examples, B-LJA (c/n 39238) which was delivered on November 15 and is painted in a special *Hong Kong Trader* colourscheme, and B-LJB (c/n

39239) which arrived on November 23. Cathay Pacific has seven remaining examples on order from Boeing. "We are pleased to take delivery of this excellent new freighter, which will be a perfect addition to the Cathay Pacific cargo fleet," commented Cathay's Chief Executive Officer, John Slosar. "The 747-8F will help us further strengthen Hong Kong's position as the world's leading international air cargo hub. We look forward to the

efficiency and environmental benefits that we expect to realise from this great aircraft."

Cathay Pacific Cargo currently operates six 747-400 Freighters, six 747-400ER Freighters and eight 747-400BCFs (Boeing Converted Freighter), with the -400BCFs expected to be progressively replaced by the new variant. Eight customers have so far ordered a total of 70 747-8 Freighters. (Photo Cathay Pacific Airways)



Record Order for Boeing

LION AIR, Indonesia's largest private airline, chose the East Asia Summit being held in Bali during mid-November to announce that it had signed a commitment with Boeing for 201 737 MAXs and 29 Next-Generation 737-900ERs (Extended Range), along with purchase rights for an additional 150 examples. When the deal, which is valued at \$21.7 billion at current list prices, is finalised it will be the largest commercial aircraft contract ever in Boeing's history, both by dollar volume, and total number of aircraft. If the additional 150 purchase rights are converted to firm orders this will add a further \$14 billion to the purchase price. Lion Air currently operates, or has on order, a total of 178 Next-Generation 737s.

"The 737 MAX will be the future of Lion Air," said Rusdi Kirana, Lion Air's Founder and President Director. "The highly efficient, technologically advanced aircraft will help Lion Air continue to bring low fares and allow us to open up new destinations because of its longer range."

In the presence of US President, Barack Obama, Boeing's Commercial Airplanes President and CEO Jim Albaugh said: "Lion Air was a leader when it was the launch customer for the 737-900ER in 2005 and today it continues to be a leader as the first airline in Asia to commit to the 737 MAX."

The latest variant of the world's best-selling airliner incorporates the latest-technology CFM International LEAP 1-B engines that, according to Boeing figures, offers carriers a 10-12% fuel burn improvement over today's most fuel-efficient single-aisle aircraft.

Hong Kong Airlines' Expansion

HONG KONG Airlines, which is controlled by China's Hainan Airlines Group, has said it will acquire 51 new aircraft over the next four years as part of the carrier's major expansion of its domestic and international operations.

Between 2012 and 2015, it plans to acquire 30 wide-bodied airliners from Airbus and Boeing for its long-haul network and 21 single-aisle Airbus A320s for short-haul services.

The majority of the wide-bodies will

be taken up by orders for 20 additional A330-200s – it already flies ten of the type including three freighter variants – but will also add six Boeing 787 Dreamliners and up to four Airbus A380 super jumbos to its fleet.

Peach Receives A320



PEACH AVIATION, Japan's first low-cost carrier, took delivery of its maiden Airbus A320-214, JA801P (c/n 4887) on November 4 from the European manufacturer. The airline will initially operate ten A320s on lease from GE

Capital Aviation Services (GECAS) and each will be configured in a 180-seat single-class layout.

"With a completely new fleet of A320s, we aim to establish our own low-cost business model in Japan," said Shinichi

Inoue, Peach Aviation's President during the handover ceremony at the Airbus Delivery Centre in Toulouse.

The Osaka-based carrier, established by All Nippon Airways, Hong Kong's First Eastern Investment Group and

Innovation Network Corporation of Japan, will start services from Kansai Airport in March 2012, initially flying on domestic routes, but it has plans to expand quickly to destinations across Asia. (Photo Airbus)

Nok Air's First Boeing 737-800

This is the first Boeing 737-800 destined for delivery to Thai carrier, Nok Air. Owned by the aircraft lessor, Airastle it was previously operated by the Spanish airline, Air Europa as EC-HGQ (c/n 28386). It will shortly be delivered to Nok Air's Bangkok/Don Muang International Airport base where it will become HS-DBC. (Tamás Martényi)



in brief

China's Bank of Communications Financial Leasing Co, a subsidiary of China's Bank of Communications, has placed a firm order for 30 Commercial Aircraft Corporation of China (COMAC) C919s. This latest commitment brings the C919 order book to 195. By 2020, COMAC expects to be producing 150 C919s annually.

Singapore Airlines has announced the name of its budget long-haul subsidiary, **Scoot**. The new airline, which will be managed and operated independently, is planning to start services from Changi International Airport to destinations, including Australia and China, from mid-2012 using four Boeing 777-200s.

Former Australian carrier, **Strategic Airlines** has revealed its new-look livery, flight attendant uniforms and a commitment to bring a fresh approach to affordable air travel. It re-launched as a wholly Australian-owned low-cost carrier, **Air Australia**, on November 15 initially flying to Bali, Phuket and Honolulu as well as continuing to serve existing routes previously flown by Strategic. The carrier has also been granted rights to operate flights between Australia and China as well as to the US, and is in the process of recruiting more pilots and cabin attendants. (Photo Air Australia)



SkyTeam has announced that China's fifth largest carrier, **Xiamen Airlines** has begun the joining process for full entry into the alliance by the end of 2012, further strengthening the grouping's presence in the flourishing southeast China region. China Southern Airlines, Xiamen's major shareholder, which itself joined SkyTeam in 2007, will support it through the process.

AirAsia Japan, the low-cost carrier being created as a joint venture by AirAsia and All Nippon Airways (ANA), has applied to Japan's Civil Aviation Bureau for an Air Operators Certificate (AOC). The airline is planning to launch services in August 2012 using Airbus A320s on domestic routes from Tokyo/Narita to Sapporo, Fukuoka and Okinawa, followed two months later by international flights to South Korea.

Bombardier Aerospace has announced that an unidentified Chinese carrier has signed a conditional purchase agreement for six CRJ900 airliners, plus options for a further five examples. The deal is worth approximately \$294 million at current list prices and will increase to \$491 million if all the options are exercised.

Vietnam Airlines Launches Non-Stop UK Flights

VIETNAM AIRLINES has appointed a new UK sales team in preparation for the December 9 launch of its non-stop services between the UK and Vietnam. The Vietnamese flag carrier will operate direct flights four times per week, with two weekly departures to Hanoi and two to Ho Chi Minh City, providing the only non-stop services between

the two countries. It will use Boeing 777-200ERs on the routes, configured with Economy, Economy Deluxe and Business Class cabins. Flying from Gatwick's North Terminal, the new service will offer a reduction in journey times of up to seven hours for UK passengers who previously would have had to transit through either

the Middle East or South East Asia. enroute to Vietnam. Led by general manager, Mr Le Thanh Dzung, the expanded team will be developing strong links between tour operators and travel agents helping to establish Vietnam Airlines as the future carrier of choice for UK travellers to Vietnam and Indochina.

BAe 146 Down Under



This British Aerospace 146-200, VH-NUG (E2170) has been based at Adelaide for three years working on behalf of Santos Mining on contract flights to Moomba. This particular example differs from other aircraft in Cobham's fleet in having a white tail featuring the Cobham logo, while the rest have an dark blue tail scheme. (Mike Clayton)

NEW A320 for Zest Air

Manila-based Zest Air has taken delivery of this Airbus A320-233 from aircraft leasing company, Airastle. It had been stored at Dublin for some months following the demise of its previous operator, the Egyptian carrier, Lotus Air (ex SU-LBG). It was repainted in Zest Air's attractive livery and departed on its delivery flight to the Philippines on November 14 where it became RP-C8994. (Michael Kelly)



Environmental Benefits

ACCORDING TO the manufacturer, the Boeing 777 programme is implementing ten initiatives that will eliminate 5.5 million lbs of CO₂ emissions and 300,000 gallons of jet fuel used annually during the 777 delivery process. The first customer to benefit from all of the initiatives is Air New Zealand, which took delivery of a 777-300ER on November 7.

During the 20-day paint and delivery schedule, Boeing workers incorporated new processes, including reducing the number of times potable water and hydraulic filters are changed, using chromate-free primer in the painting process, and enhancing recycling and use of electric carts instead of gas-powered vehicles. (Photo Boeing)



CRJ Production Cut

ACCORDING TO Bombardier, the company is cutting production of its CRJ family of regional commercial jets from January 2012 as airlines delay new orders during the current economic uncertainty. It plans to transfer around 350 employees working on the 60- to 99-seat jets to other models, and will not axe jobs.

"The changes to our production rates reflect the current economic conditions and a slowdown in CRJ orders," said spokesman John Arnone.

The company still plans to deliver around 90 of the jets in 2011, as forecast and will provide 2012 forecasts after its fiscal year ends on January 31, 2012.

Record Week For Boeing

HISTORY WAS made for Boeing in November when it received orders and commitments for 359 commercial aircraft. Lion Air's order for 201 737 MAXs and 29 Next Generation 737-900ERs, plus purchase rights on another 150 aircraft, beat a company record set days before when Emirates signed for 50 777-300ERs, with options on a further 20. Orders were also received from lessor ACG, Oman Air, Singapore Airlines and Qatar. There was also an order from an, as yet, unidentified customer.

Smaller Fan For MAX

BOEING HAS selected a 68in (172.7cm) fan diameter for the CFM International LEAP-1B engine for its 737 MAX programme "providing the lowest fuel burn and operating costs in the single-aisle market."

John Hamilton, 737 Chief Program Engineer explained: "The 737 is a more efficient, lighter design and requires less thrust than other airplanes in this class,

which is important because weight and thrust have a significant effect on fuel efficiency and operating costs.

"With airlines facing rising fuel costs and weight-based costs equating to nearly 30% of an airline's operating costs, this optimised fan design will offer a smaller, lighter and more fuel-efficient engine to ensure we maintain the current advantage we have over the competition."

AIRBUS DELIVERIES



Sichuan Airlines' latest Airbus A320-232, D-AVWJ/B-6843 (c/n 4905) was test flying from Hamburg/Finkenwerder in early November prior to its delivery on the 9th. (Felix Roitsch)

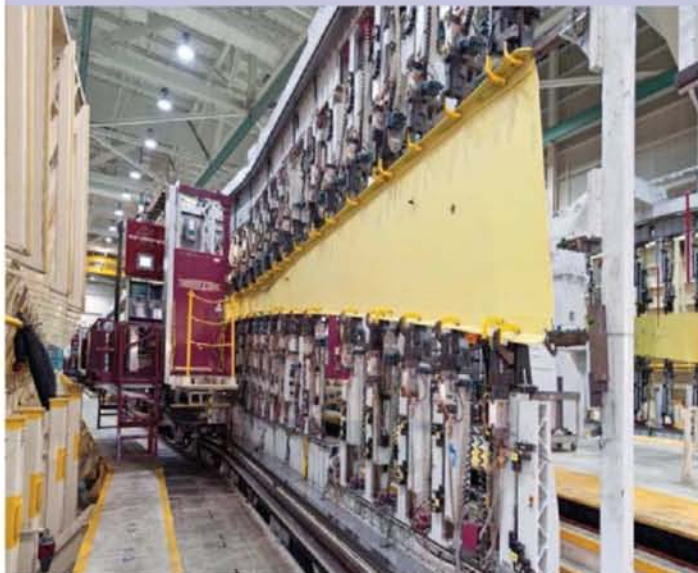
Airbus delivered the following aircraft in October:

A318	1	Private Customer
A319	3	LAN Airlines, Private Customer, Tibet Airlines
A320	27	AirAsia, Air Arabia, Air China, Avianca, Cebu Air (2), China Eastern (2), China Southern (3), Gulf Air, IndiGo (2), Jetstar Asia, LAN Airlines, Lao Airlines, Qatar Airways, Royal Jordanian, Shenzhen Airlines, Spring Airlines, SriLankan Airlines, Tianjin Airlines, Tiger Airways (2), Virgin America, Vueling
A321	5	Air China, Saudi Arabian Airlines, US Airways (3)
A330-200	4	Air China, Hawaiian Airlines, Turkish Airlines, Vietnam Airlines,
A330-300	1	EVA-Air
A380-800	3	China Southern Airlines, Emirates Airline (2)
Total	44	

Work Begins on 1,000th 777

BOEING WORKERS have begun assembling the 1,000th 777 – a -300ER that will be delivered to Emirates Airline in March 2012. Production began by loading the 97ft (29.5m) wing spar – the main support structure for the wing

– into a giant tool that automatically drills, measures and installs more than 5,000 fasteners. The spar components are built in Auburn, Washington by Boeing Fabrication employees. (Photo Boeing)



BOEING DELIVERIES



Tajikistan-based Somon Air has received its second Boeing 737-900, which is also the 100th of this version of the Next Generation airliner. To date, the 737-900ER has logged 414 orders from 16 customers. (Boeing)

Boeing delivered the following aircraft in October:

B737-700	4	CIT, GOL, KLM, Southwest Airlines
B737-700BBJ	2	Boeing Business Jets (2)
B737-800	16	ACG, Air Berlin, American Airlines (2), AWAS (2), BOC, CIT, COPA, GECAS, GOL, Hainan Airlines, Malaysia Airlines, Qantas, RwandAir, Virgin Australia
B737-900ER	2	Lion Air (2)
B747-8F	3	Cargolux (2), Cathay Pacific Airways
B767-300ER	3	All Nippon Airways, Japan Airlines, LAN Airlines
B777-300ER	5	Air China, Biman Bangladesh, Emirates Airline (2), GECAS
B777F	2	FedEx, Qatar Airways
B787-8	1	All Nippon Airways
Total	38	

First 'Change Incorporation' 787 Returns

THE FIRST Boeing 787 Dreamliner to undergo change incorporation work in San Antonio, Texas, has returned to Boeing's main facility at Everett, Washington. The aircraft completed an eight-month programme and will now go through final preparations at Everett before delivery to Japan Airlines (JAL). The work at San Antonio includes installing electronic and mechanical equipment, completing software upgrades, testing functional systems, and removing and reworking wiring or equipment that needs to be updated to current configuration requirements. The current plan is for six Dreamliners to undergo change incorporation and refurbishment in San Antonio.

in brief

Airbus has confirmed that it has delayed the planned entry into service of its A350-900 by six months to the "first half of 2014" owing to the "late availability of some key parts." According to Airbus, start of final assembly will be "first quarter 2012" in a delay that is costing "€200 million."

One of Asia's leading aircraft leasing companies – **BOC Aviation** – has made its first purchase of Embraer aircraft by signing a contract for the sale of 15 E190s. Deliveries are scheduled from the fourth quarter of 2012 through to 2014.

Aircraft lessor **Aviation Capital Group (ACG)** has announced a commitment for 35 Boeing 737 MAXs and a firm order for 20 Next-Generation 737-800s, becoming the first to commit to the 737 MAX. The new family will be powered by CFM International LEAP-1B engines. The new-engine variant is predicted to have a 7% operating cost advantage over any competition. (Photo Boeing)



ICBC Financial Leasing Company, a subsidiary of the Industrial and Commercial Bank of China, has signed a memorandum of understanding with CFM International for CFM56-5B engines to power its new fleet of 22 Airbus A320 Family aircraft. The firm order, which includes three spare engines, is worth more than \$450 million at current US list prices, according to CFMI, with deliveries scheduled to start in 2012.

Iberia has won a five-year contract for the maintenance, repair and overhaul of the CFM56-5B engines, which power the British Airways' Airbus A318 fleet used on the London City - New York/JFK service. It will further expand the Iberia Engine MRO business, which has been growing steadily over the last five years.

Rolls-Royce has won the contract as engine supplier to the Japanese airline Skymark for its six Airbus A380s, due to enter service from 2014. Skymark is a new customer for Rolls-Royce, and is the only Japanese carrier to date to order the aircraft. It plans to expand internationally with the A380, including into Europe. A two-class 400-seat cabin layout is envisaged.

Embraer and **CIT** have signed a sales agreement for ten firm and 20 options for E190 and/or E195s with deliveries scheduled up to 2015. CIT owns or finances a fleet of approximately 300 commercial aircraft.

Updated EU Blacklist

THE EUROPEAN Commission (EC) has issued its latest update of airlines banned from operating in the European Union. According to the EC, following "close and intense cooperation" with the aviation authorities in Albania and the Russian Federation, both countries have now adopted "strong measures" to limit any risks to their airlines' safety. Consequently the Commission has decided not to take action against any carriers licensed in

those two states.

Due to further improvements in its safety performance TAAG Angolan Airlines is now permitted to add two aircraft, both Boeing 777s, to those it is already operating into the EU. However, the Commission has said that it has been compelled to impose operating restrictions to exclude part of the fleet of Jordan Aviation "in view of numerous and repeated safety deficiencies" and to ban all operations of

Honduran carrier Rollins Air.

The list now includes carriers that have been certified by the aviation authorities of the Republic of Congo (Equatorial Congo Air), of the Democratic Republic of Congo (Stellar Airways) and of the Philippines (Aeromajestic and Interisland Airlines) as "not having received the necessary documented evidence that these carriers comply with international safety standards."

Sharklets Flight-Tests



AIRBUS HAS completed installation of the first set of 'Sharklet' wing-tip devices on the company's A320 development aircraft, F-WWBA (c/n 001), with the first flight occurring on

November 30. The aircraft includes a Shark's mouth under the fuselage and 'Sharklets - hunting down fuel burn' titles on the fuselage. The devices have been specially designed for the

A320 Family, and are predicted to reduce fuel burn by up to 3.5% corresponding to an annual CO₂ reduction of around 700 tonnes per aircraft. (Photo DunKan L)

Dubai 2011 REPORT

THE 2011 Dubai Airshow was held at the Airport Expo Centre between November 13 and 17, 2011. In the course of those five days \$63.3 billion worth of orders for aircraft, maintenance services and flight training programmes were placed. One

of the collocated conferences was the Gulf Aviation Training Event (GATE), which resulted in the production of the first ever GATE Memorandum. This identified four main areas of concern over the current and future training of Gulf-based pilots.

They include the quality of 'outsourcing'; maintenance of high-quality training standards of both incoming pilot candidates as well as existing pilots; the use of 'evidence-based' training methods; and regular and careful industry reviews.

The theme of flight training continued on the final day with Fujairah Aviation Academy in the UAE signing a deal with IATA to develop its facility as an IATA-approved training centre for high school graduates. (Photo Key Collection)



Qatar Buys Big

THE CEO of Qatar Airways, Akbar Al Baker, seems to enjoy keeping the media waiting when it comes to making order announcements. So it was at Dubai, with a planned morning press conference being delayed until mid-afternoon. However, it was worth the wait, with the carrier ordering 50 Airbus A320neo Family aircraft (plus 30 options) and five A380s (plus three options). There must have been some last-minute negotiating as even the official Airbus press release did not include the option figures.

"We will become the first operator of the A319neo, A320neo and A321neo," said the CEO, adding that it was still too early to speculate on the number of A350s required. When asked whether the cost was a reason for the delay in making the announcement, he said:

"Price was not an issue from the beginning." A question about the cost of the order, was answered by Airbus' Chief Operating Officer, Customers, John Leahy, who said that it was \$6.4 billion at list prices, "but Akbar does not pay list prices!"

The carrier also augmented its cargo fleet by adding two more Boeing 777 Freighters – valued at \$560 million at current list prices – making a total of eight of the cargo version.

Mr Al Baker said that there could be a potential problem as it wants to convert its passenger A330s to freighters, but as there is no authorised conversion for used aircraft, it might have to acquire up to 29 Boeing 767F conversions. "Airbus is not making up its mind on converting the A330 – and is only selling new builds," the CEO said. (Photo Airbus)



Emirates Orders 50 Boeing 777-300ERs

IN WHAT was at the time a record-breaking aircraft order for Boeing (since superseded by Lion Air – see Asia Pacific News this issue), Emirates Airline announced at the first press conference of the show that it was to buy an additional 50 Boeing

777-300ERs, plus 20 more on option, for a total of \$26 billion (at current list prices). This adds to the world's largest fleet of 777s in service – 95, featuring nine -200ERs, ten -200LRs, 12 -300s, 61 -300ERs and three freighters. The carrier already

had 40 777-300ERs already on the order books, so the Emirates' deal took that to 90 on firm order.

"With 61 currently in service, this record-breaking order affirms our strategy to expand our long-haul destinations and

continue to excel as a world leading carrier, connecting the world to Dubai and beyond," said HH Sheikh Ahmed Bin Saeed Al-Maktoum, Chairman and Chief Executive of the Emirates Airline and Group.

ATR's Record Sales

TURBOPROP MANUFACTURER ATR added to its already record year by announcing an extra order from Nordstar of Russia for three more ATR-600s – adding to the two orders and two options revealed earlier in 2011. "The new series has now undertaken more than 1,000 hours of flight, and dispatch reliability is very close to 100% – more than we expected," said CEO Filippo Bagnato. "As of today, we have 148 firm orders and 72 options in 2011 worth around \$3.3 billion. There are

also 44 undisclosed orders – 40 ATR 72s and four ATR 42s – which we will reveal in the next few months."

The increase in orders has led to a production ramp-up for the aircraft, with 50 expected to be delivered in 2011, 70 in 2012, 80 in 2013 and 85 in 2014. "Lessors are now investing in turbo props – something they didn't do five years ago," added Bagnato. "We expect to deliver the last series -500 in 2012 and from then on, it will be all -600s." (Photo Key Collection)



MASKargo, the freight subsidiary of Malaysia Airlines, took delivery of its second A330-200F at the show. With a 70-tonne payload and a range capability of up to 4,000nm (7,410km), the aircraft will enable the carrier to operate direct freight services from its Kuala Lumpur base to destinations across Asia, with onward capability to Australasia, Europe or the US. (Key Collection)

Second A330F Delivered



More Bombardiers For VistaJet

LEADING LUXURY aviation company VistaJet has announced that it is to allocate new long-range Bombardier aircraft to its fleet in the Middle East in response to strong demand for its services across the region – in particular from Saudi Arabia, Qatar and the UAE. The company has placed a firm order for a Global 5000 and two Challenger 850s in addition to the orders it has

already placed with Bombardier to the value of \$2 billion.

"Whilst Saudi Arabia is currently driving 70% of our traffic in the Middle East, we expect demand to increase from across the region, so that by end of 2012 I would see the Middle East representing around 15% of our revenue," said Ian Moore, Chief Commercial Officer, VistaJet to *AirlineWorld*. "We generally

have between three and five aircraft in the region. In fact 75% of our flights start or end outside Europe. Of these about 30% are in Russia and 15-20% in Africa, with a typical customer usage of about 100 contracted hours per year." In total, VistaJet's current order backlog will increase its fleet to in excess of 60 aircraft by 2015, doubling the size of the business

The 2011 Dubai Airshow was the last one at its current location at Dubai International Airport as it will move to a new site at Dubai World Central (DWC) in 2013. The 2012 Middle East and Business Aviation Show, which was originally planned to be at the Airport Expo Centre, will also relocate to DWC. The moves will make room for the construction of a new baggage handling facility at the airport.

The new venue will provide more space than the current facility and will consist of a substantial reception building, two large exhibition halls, and bigger static display areas.

Enthusiasts and photographers will miss the Dubai Expo venue because it is very close to the airport's main runways. (Key Collection)

Shows to Move



in brief

Lufthansa Technik (LHT) has signed a second completion contract for a VIP conversion for a Boeing 747-8I. It will start in 2012 and is for an undisclosed customer. The company says that it is in talks with further interested parties for completions of the same type. Meanwhile, Lufthansa Technik Middle East Services (LTMES) has been formed with a headquarters in Dubai. The new business will bundle all the Middle East sales and service activities currently pursued by a variety of members of the (LHT) Group and establish a repair operation for nacelle components such as fan reversers, inlet cowls and fan cowls.

Piaggio Aero has delivered the first P180 Avanti II to Russian company JSC FIS, which provides flight inspection and calibration services. The companies have also signed a new contract for five more 'Flight Inspection' aircraft to be delivered from 2012. (Photo Key Collection)



In-Flight Entertainment and Connectivity (IFEC) system provider Thales announced that Qatar Airways has confirmed the selection of the new TopSeries AVANT system for the carrier's fleet of 80 Airbus A350s that it has on order. This next-generation system has High Definition video, solid-state hard drives and faster processors.

Simulator manufacturer **CAE** has entered into a long-term agreement with Qatar Executive, Qatar Airways' corporate jet subsidiary, for pilot training services on the Bombardier Global Express XRS and the Challenger 605. Training will be conducted at Emirates-CAE Flight Training in Dubai with pilots starting on the Global Express in November 2011 and the Challenger 605 in early 2012. CAE has also been awarded a contract by Emirates for two simulators – an Airbus A380 and a Boeing 777.

Dubai's low-cost carrier **flydubai** has signed a \$20 million maintenance cost agreement with Honeywell Aerospace to provide servicing support for the carrier's auxiliary power units on its fleet of Boeing 737-800NGs. As well as engine starting, Honeywell's APU will also supply power for on-board air conditioning and pre-engine start-up power supply.

Global business aviation services company, **Gama Group** is to expand its services into the Kingdom of Saudi Arabia. Alongside the Imitiaz Company for Aviation Services – as a strategic partner – the new joint venture company, Gama Aviation, plans to be operational in 2012 from Jeddah.

Helicopter to be built in the UAE



QUEST HELICOPTERS, a new name in aerospace, helicopter design and technology, was launched at the show with its twin rotor Quest AVQ. The privately-owned company, headquartered in Dubai, announced plans to fund, develop, define and refine new

technology for a family of innovative new light twin-engine and twin-rotor system helicopters, which will be the first to be assembled and manufactured in Umm Al Quwain, UAE. It has been designed by Volodymyr Udovenko and will feature a new series

of engines with Full Authority Digital Engine Control (FADEC) built in the Ukraine, plus a primary 'fly-by-wire' control system, an ejectable crew and passenger safety capsule cabin and a 'telemetry downlink' maintenance monitoring system. (Photo Key Collection)

Maximus Air Cargo Rebrands

OVER THE last six years, Abu Dhabi-based freight carrier Maximus Air Cargo has established itself in the region employing close to 250 staff. "Having grown from a local operator to a regional operator with some international trade, we are now ready to turn that business model on its head," said Fathi Hilal Buhazza, President and CEO announcing a new name and branding for the company – Maximus Air. "We have a lofty ambition, and that is to become one of the top three players in the global air cargo market and have made a profit every year. In the last 30 months alone, our turnover has grown by 250%."

The carrier also announced an Aircraft, Crew, Maintenance and Insurance (ACMI) deal with freight agent DHL using two newly converted Airbus A300-600RP2Fs operating across Europe, plus a similar arrangement with Etihad Crystal Cargo has been extended until August 2012.

Dreamliner Interior



BOEINGS DREAMLINER made its show debut with the third prototype aircraft – N787BX/ZA003 – appearing in the static display. The aircraft was originally used for flight testing, but has been refurbished to showcase the standard capabilities and now

includes a full passenger interior. "Dubai is a prominent world venue to showcase the innovations of this aircraft," said Randy Tinseth, Vice President of Marketing for Boeing Commercial Airplanes. (Photo Boeing)

New Royal Jet Uniforms

NEW-LOOK uniforms for female cabincrew and the onboard Personal Chef have been revealed by VIP executive jet provider Royal Jet of the UAE. They consist of a grey blazer, to be worn with a pencil skirt or tailored trousers, and a white striped blouse for the female cabincrew. This can be complemented by a silk scarf and black hat, created by Parisian fashion designer Claire Barrat.

The executive flight services provider has also announced a record-breaking performance for the first nine months of 2011 with a 30% increase in revenues and a 33% increase in flying hours. The company has expanded by launching a base in Jeddah, Saudi Arabia in 2010 and now has General Sales Agreements for operations in Oman, India and the UK. (Photo Royal Jet)



Weather Windows Launched

RECENTLY DEMONSTRATED at an event at London's Heathrow Airport, 'Weather Windows' is a weather-based resource planning system devised by the UK Meteorological Office that was launched at the show. The system enables airports to plan important tasks, such as airport

maintenance, up to 15 days ahead by looking at a detailed meteorological forecast. The system is also designed to help airports manage both the cost and risk associated with arranging key resources such as staff, equipment and materials.

Airbus Orders

KUWAIT-BASED international **Aviation Lease and Finance Company, ALAFCO** has finalised a purchase order for 50 Airbus A320neo Family aircraft and has taken options for 30 more. The firm contract adds to the initial agreement made at the Paris Le Bourget Airshow for 30 aircraft. The company has selected Pratt & Whitney's PurePower PW1100G-JM engines to power its order, and deliveries are scheduled to start in 2017.

Spirit Airlines signed a Memorandum of Understanding (MoU) for 75 single-aisle aircraft, comprising 45 A320neos

and 30 A320s. They will be used on Spirit's targeted growth markets in the US, Caribbean and Latin America.

Aircraft leasing company **Aviation Capital Group** (ACG) of the USA, signed a purchase agreement for 30 A320neo Family aircraft bringing the lessor's total A320 Family order book to 98 aircraft. "Faced with increasing fuel prices and tough competition, we are seeing a stronger demand from our customers for modern fuel-efficient aircraft such as the A320neo," said Stephen Hannahs, CEO and Group Managing Director.

Comlux 'The Aviation Group' has signed a commitment for an Airbus ACJ321 – the first of the type – expanding the Airbus corporate jet family. "The ACJ321 will enable us to offer our passengers even more of the comfort and space that are the hallmarks of the Family, while still delivering the highest standards in service on board," said the Chief Executive Officer of Comlux Richard Gaona. "It means that we will become the first to operate the Airbus ACJ318, ACJ319, ACJ320 and ACJ321 models."

Remanufactured Business Jet

THE NEXTANT Aerospace 400XT made its first appearance at the show, following the granting of full Federal Aviation Administration certification after a three-year development and flight testing process. A version of the Beechjet 400, it has a range of 2,005nm (3,713km) with four passengers and NBAA IFR Reserves. It has an optional

new interior configuration designed to maximise the available space in the cabin and includes a 60in (1.5m) settee with four-place club seating that offers an additional 1ft (0.3m) of leg room compared to the standard design. The 400XT process employs a remanufactured airframe from the Beechjet 400A/XP, enhanced with state-of-the-

art technology including the Williams FJ44-3AP turbofan engine, the Rockwell Collins Pro Line 21 integrated avionics suite, advanced electronics and completely rebuilt interiors. The remanufacturing process takes all life-limited components to zero-time status. (Photo Key Collection)



Green Taxiing System

HONEYWELL AND Safran have begun the first rolling tests for their electric green taxiing system for commercial airliners. It is designed to significantly improve airline operational efficiency and provide environmental benefits by slashing the carbon and other emissions created during runway taxi operations. Using the Auxiliary Power Unit (APU) generator to power motors in the main wheels, the system allows aircraft to 'taxi' without requiring the use of the aircraft's engines. Each of the powered wheels is equipped with an electromechanical actuator, while system controllers give pilots total control of the aircraft's speed, direction and braking. Initial testing using an Airbus A320 will be undertaken in Montpellier, France and will evaluate runway conditions and calculate the necessary loads needed for moving the aircraft on the ground.



Display MA600

As well as being a Dubai debutant, CATIC's MA600 turboprop performed daily in the flying display. (Key Collection)

in brief

UAE freight carrier **Maximus Air** has expanded its co-operation with Lufthansa Technik (LHT) for component supply. In addition, LHT will carry out line maintenance in Europe for the carrier's Airbus A300-600Fs. Maximus has also successfully completed the International Air Transport Association's Operational Safety Audit (IOSA), which is recognised as the global standard for assessing airlines' operational safety, management and control systems.

According to Khalifa Al Zaffin, Executive Chairman of Dubai's new **Al Maktoum International Airport - Dubai World Central** (DWC), the facility is expected to open its passenger terminal early next year. Recently, it was reported that low-cost carrier, flydubai, would soon move to DWC, but Al Zaffin said it was difficult to give a firm date now.

Previously listed as part of an order from aircraft lessor ALAFCO, **Oman Air** has revealed that it will acquire six Boeing 787-8 Dreamliners. The airline has completed negotiations with Boeing and ALAFCO to transfer the existing orders. "Our decision is part of our long-term growth strategy to expand and modernise our fleet with newer, more fuel-efficient aircraft," said Peter Hill, the carrier's CEO.

Rolls-Royce has won a \$280million order (at list prices) from Garuda Indonesia Airlines for Trent 700 engines to power four Airbus A330s. In addition, the airline confirmed a previous order for Trent 700 engines to power six A330s, which was announced last year.

Atlasjet Buys CSeries

BECOMING THE first low-fare carrier to order the aircraft, Atlasjet of Turkey is the tenth customer for Bombardier's CSeries. The carrier has signed a letter of intent (LOI) to acquire ten of the larger CS300s and has taken options on a further five – at a cost of up to \$1.18 billion including options.

"There are several reasons why we selected the aircraft," said Murat Ersoy, Chairman, Atlasjet. "It has the best economics in its class; it is well suited for our unique operations in hot temperature environments; and, based on its performance and economics, it will return the highest profitability in strategic markets. With its offering of widebody comfort in a single-aisle aircraft, it is the right-sized platform for us."

Another Bombardier order was Petroleum Air Services (PAS) of Cairo, Egypt which signed a contract to acquire one CRJ900 NextGen, with an option for a second. It will become the first CRJ Series aircraft to operate in Egypt. (Photo Key Collection)



Flight Training at DWC

EMIRATES AIRLINE has revealed that it intends to establish a dedicated flight training centre at the new Dubai World Central (DWC) Airport. The carrier is investing \$109 million in the project which will have the capacity to train up to 400 students at one time. It will incorporate its own Flight Training Organisation (FTO) which will allow Emirates to train its UAE national cadet pilots in Dubai for the first time. Construction is scheduled to start in the first quarter of 2012 with completion targeted for the third quarter of 2013. It will include classrooms, student accommodation, ground-based simulators and flight training facilities.

Increased Production For Hawker 400XPR

HAWKER BEECHCRAFT has announced plans to increase the scheduled production of its Hawker 400XPR/Beechjet programme following a sell-out of previously planned production. It is a factory-direct upgrade programme that combines the aerodynamics of genuine Hawker winglets, propulsion of the Williams International FJ44-4A-32 engine, optional Rockwell Collins Pro Line 21 avionics and a number of additional system enhancements.

CSeries Flight Deck Demonstrator

BOMBARDIER COMMERCIAL Aircraft revealed a full-scale flight deck demonstrator for the CSeries, which also included a full cabin interior. "The flight deck features a number of state-of-the-art communication and navigation aids," said Robert Dewar, Vice President and General Manager, CSeries, Bombardier Commercial Aircraft. "It offers reduced costs through increased operational efficiency and reduced pilot training." The integrated flight deck features high-resolution 15.1in (38.3cm) LCDs, which can be upgraded with enhanced and synthetic vision systems. The flight management system display is based on a phase of flight approach, while Graphical Flight Planning functionality enables the crew to click on the map to search for information or modify the flight plan. The MultiScan weather radar autonomously processes the

entire block of atmosphere ahead of the aircraft and searches for the most significant weather information. The crew is alerted with a colour change when the radar predicts wind shear, giving plenty of time to take appropriate action.

The aircraft's head-up display enables critical tasks, such as frequency changes, head-up guidance system data entry, navigation control and support functions for the displays, to be completed without having to look down at the instruments. Overall control of the aircraft is via a side-stick.

Business and Economy Class layouts were displayed in the cabin. Economy is configured as five across (two plus three), with two choices of seat design for standard full fare or low-cost carriers (with and without seat-back HD video screens). (Photo Key Collection)



'Flying' PZL

This PZL-Swidnik SM-2 arrived on the back of a lorry on the Sunday afternoon. After unloading, it was cleaned up and painted with some advertising slogans and the serial UP-MI 219. (Key Collection)



1,000th Trent 700 Delivery

ROLLS-ROYCE has joined with Cathay Pacific Airlines and Airbus to celebrate the delivery of its 1,000th Trent 700 engine. Cathay was the first carrier to operate the type – fitted to A330s – in 1995 and since then has become the largest member of the Trent engine family, with more than 1,400 in service or on order.

"I'm pleased to celebrate this achievement with Rolls-Royce and Airbus," said Christopher Gibbs, Engineering Director, Cathay Pacific. "As the largest Trent 700 customer, we have worked closely with Rolls-Royce throughout the life of the engine."

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The airshow always features a large static display - light aircraft, helicopters and military have been included for completeness. Some aircraft left early during the week.



The static display included a large number of executive jets and business turboprops. (Key Collection)

STATIC SUNDAY NOVEMBER 13

Registration	c/n	Type	Owner
A40-DE	1093	A330-343X	Orman Air (arrived Monday)
A6-AJC	3985	AC1318	Al Jaber
A6-DFR	30884	B737BBJ	Royal Jet
A6-FDV	40248	B737-8KN	flydubai
A6-JET	8104	CRJ200	
A6-JIL	626	A300-605RF	RUS Aviation
A6-MBS	5728	CL605 Challenger	
A6-MDI	24879	B747-228F	Midex (arrived Monday)
A6-NKL	944	ERJ 145 Legacy	
A6-PJB	HA0003	Hawker 900XP	
A6-TBF	258792	Hawker 850XP	
A7-BBB	36013	B777-300ER	Qatar Airways
A7-CEE	9421	Global Express 5000	Qatar Executive
CH-SNS	0307	Lineage	Dalia Air
F-HBIP	225	Falcon 2000EX	
G-RBNS	1121	ERJ 145 Legacy	
HB-JGE	9287	Global Express	
HZ-SPA1	114	Falcon 7X	
N96RX	44	Cessna 750	
N110DJ	7	Eclipse EA500	
N150GA	286	Gulfstream G150	
N162NS	162	Falcon 2000LX	
N169CA	25592	B757-236	National Air Cargo
N186XP	HA0186	Hawker 900XP	
N278AP	RB-278	Premier	
N305CL	20305	Challenger 300	
N383LJ	60-383	Learjet 60XR	
N401NX	RK-28	Nextant 400XT	
N424CJ	24	Cessna 525B	
N430FJ	3209	Dornier 328J-300	
N448RT	17	Cessna 680	
N450GD	4225	Gulfstream G450	
N622GA	5222	Gulfstream G550	
N787BX	40692	B787-8	Boeing
N860AP	RC-60	Hawker 4000	
N888VS	5313	Gulfstream G550	
N900TR	93226	Global Express 5000	
OE-IGS	9044	Global Express	
OE-IGK	8063	Challenger 850	
PH-CHT	40	Falcon 2000EX	
PH-CTH	194	Falcon 2000LX	
VT-JWL	901	A330-202	Jet Airways (arrived Monday)
9H-AWK	4199	ACJ320	Comlux
9M-MUB	1148	A330-223F	Malaysia Airlines (arrived Tuesday)

TURBOPROPS

D-CCIS	FL-744	King Air 300	
HB-FVM	1291	Pilatus PC-12	

Registration	c/n	Type	Owner
I-PDVS	1220	Piaggio P180	
N117EU	BY-117	King Air B200GT	
N352BC	FL-663	King Air B300	
N1459	FL-667	King Air B300	
SU-SMI	4368	Dash 8-Q400	Smart Aviation

LIGHT AIRCRAFT AND MILITARY

A6-AWP	31102	AW139	
A6-FAE		Diamond Da-40	
A6-FTX		Diamond Da-42	
A6-FTY		Diamond Da-42	
A6-WSL		AS350B3	
		Quest	Mock up
64		AH-64D	UAEAF
1225	F-237	C-17A	UAEAF
2651	703582	UH-60	UAEAF
2805		Bell 407	UAEAF
3072		F-16	UAEAF
729		Mirage 2000	UAEAF
		MB-339	UAEAF
10025		S2000AEW	Pakistan AF
11-130		JF 17	Pakistan AF
06-09-815		Karakurum 8	Pakistan AF
97-6394		Super Mushak	Pakistan AF
125		Rafale	French AF
CSA55144		M346	Italian AF
N280T		JetRanger	
N407AH		Bell 407	
N10984		Bell 429	
N30000B		T-6C Texan	
83-024		F-15	USAF
Jul-73	P-173	C-17A	USAF
Aug-72	5642	C-130J	USAF
165824	A195	E-2C	USN
166434		F-18E	USN
166569		MH-60R	USN
165940		VJ-22	USAF
OE-VPT		Diamond Da-40	
OE-VRX		Diamond DA-42	
		Diamond D-Jet	mock up
SAFAT 02		Aerokopter AK1-3	
SAFAT 03		UTVA 75	
N360BJ/06-001	33963	B737-7ESAWE	Turkish AF
'UP-MI 219'		PZL SM-2	Painted Sunday pm
		EC145T2	Mock up

INSIDE HALLS

		P180 Avanti	
G-HAAT		MD900	

FLYING DISPLAY

(some joined the static prior to the display)			
B-015L		AVIC MA600	



The largest aircraft in the static was this Boeing 747-228 of cargo carrier Midex. (Key Collection)

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VIRTUAL
AVIATION

Air Madagascar

Robbie Shaw visits the Indian Ocean island and flies with the carrier on its domestic services



The Republic of Madagascar is a large island in the Indian Ocean situated 280 miles (450km) off the east coast of Africa, south of the equator. With a population of 20 million, the vast majority of whom survive on just a few dollars a day, it is a very poor country, although rich with indigenous flora and fauna. Madagascar is almost 1,000 miles (1,610km) long and is often referred to as 'the red island' after the colour of the soil found throughout the land. The fourth largest island in the world, its nearest neighbours are the Comoros Islands and Mayotte to the west and the French protectorate of Reunion to the east.

The national airline is Air Madagascar - which, from its base at the capital,

"THE CARRIER CELEBRATED ITS 50TH BIRTHDAY IN 2011 AND LINKS THE COUNTRY TO SOME NEIGHBOURING INDIAN OCEAN ISLANDS AS WELL AS TO VARIOUS ASIAN AND EUROPEAN DESTINATIONS."

Only one Boeing 767-300 now remains in service with this example in temporary storage. (Airteamimages.com/Philippe Noret)

Boeing 737-300 5R-MFH during a turnaround at the airport at Tolagnaro (Fort Dauphin).

Antananarivo (known locally as Tana), operates an extensive domestic network. The carrier, which celebrated its 50th birthday in 2011, also links the country to some neighbouring Indian Ocean islands as well as to various Asian and European destinations. Air Madagascar can trace its history back to 1961 when it was formed with the perhaps unfortunate name, Madair.



car

at



Previous operations had actually begun in 1947 under the name Transports Aériens Intercontinentaux with Douglas DC-3s and de Havilland Dragon Rapides. When formed as Madair, it was declared the national carrier for the island state – which became independent from France in 1960. In October 1961 it commenced an Antananarivo-Paris service utilising a leased DC-7. The airline relinquished

the name Madair (the national rail company is still called Madarail) on January 1, 1962 in favour of the current Air Madagascar. Initial services included 58 domestic destinations, with DC-4 flights to the nearby Comoros Islands beginning in 1963. The following year it entered the jet era with a Boeing 707 leased from, and operated by, Air France on a service to Paris. In 1968 Rome was



Boeing 737-200, 5R-MFA (c/n 20231) was used between 1969 and 2004 before being withdrawn from use. (Bob O'Brien Collection).

Above right • For its first medium/long-haul flights, the carrier used the Douglas DC-4. (Bob O'Brien Collection)

added to the European network, whilst light aircraft and a Nord 262 had taken over from the ageing Dragon Rapides on domestic services.

In September 1969, the airline took delivery of the first of two 737-200s. Maintained by South African Airways, the aircraft was soon pressed into service linking the red island with Johannesburg, Nairobi, Dar es Salaam >>



Both of the Hawker Siddeley HS748s were eventually sold in Australia. (Bob O'Brien Collection)

Initially using a Boeing 707-328 on lease from Air France between 1964 and 1967, another example was used in the shape of SR-MFK (c/n 18686). (Bob O'Brien Collection)

The carrier once operated a single Boeing 747-200B, SR-MFT, which is pictured on approach to a gloomy Zurich in August 1989. (All photos author's collection unless stated)

and Lourenco Marques. When the second 737 arrived, major domestic locations were added. In 1971, four (of ultimately six) 19-seat DHC-6 Twin Otters were acquired to operate some of the domestic services, and were soon joined by a pair of Hawker Siddeley HS748s. A major acquisition in January 1979 was a brand new 747-200B Combi (SR-MFT) which was used primarily on the prestigious Paris route. The aircraft initially bore the name *Tolom Piavotana*, which was later changed to *Ankoya*. But, after some 20 years of service, it became apparent that it was simply too large for the company and in 1999, when defaults on aircraft payments occurred, it was stored at Chateauroux in France and then Filton in the UK, where it was ultimately broken up in 2005.

In 1986 an order was placed for ATR 42 turboprops to replace the HS748s; Air Madagascar also joined the International Air Transport Association (IATA) that year. In September 1994 the airline acquired a 737-300 on lease from ILFC, with a second of the type joining almost a decade later. These ultimately replaced

"AIR MADAGASCAR OFFERS INCENTIVE DISCOUNTS OF BETWEEN 30% AND 50% ON DOMESTIC FLIGHTS TO THOSE USING ITS INTERNATIONAL FLIGHT INTO ANTANANARIVO."

the ageing series -200s.

With the 747 being placed initially into storage, a replacement for the long-haul routes was required; and so the carrier's first 767, a -300ER, was acquired on lease from GECAS. An order was also placed for a new example to join the fleet a year later. For over a decade, this type has been the backbone of the long-haul fleet.

Due to the turbulent political situation

worldwide post-9/11, the airline's revenue dropped alarmingly and heavy losses ensued. At this time, the Paris service was contracted to Italian operator Blue Panorama with a 767. Lufthansa Consulting was awarded a management contract with a view to improving the airline's efficiency, returning it to profitability and preparing it for privatisation, and in 2003 Air Madagascar again took over the Paris service with its own 767s. To complement the ATR 42s on domestic routes, a pair of larger ATR 72s joined the airline towards the end of 2005, with the second being handed over at the Dubai Airshow.

On July 8, 2011, as part of a major reorganisation, a new management team was appointed which included Hugues Ratsiferana as Director General. It is hoped that the changes will put the airline on a path to recovery and profitable operations.

Domestic Services

Due to years of inadequate funding, the country's road system is in a state of disrepair – apart from the routes from Antananarivo to Toamasina and Toliara. In the winter, exceptionally heavy rains often wash away parts of the roads which, along with the danger of armed hold-ups, mean driving at night in many areas is not permitted. Where it is, police often make vehicles travel in convoy – making the drive from Antananarivo to Tolagnaro, for instance, take up to four days. Despite such long trips, buses still attract the majority of Malagasy passengers in this poor country; but the alternative of a 75-minute flight is proving attractive to many of them – and a necessity for tourists who have limited time to see the country's attractions. Moreover, the lack of a national rail system reinforces the need for air travel, which Air Madagascar is doing its best to provide.

Domestic flights link the following locations (from north to south): Antsiranana, Sambava, Antalaha, Nosy Be, Mahajanga, Ile Sainte Marie, Toamasina, Antananarivo, Morondave, Toliara and Tolagnaro. These destinations are served by ATR 42s, ATR 72s and 737-300s. A number of smaller locations are linked by the three-strong Twin Otter fleet. In many cases, getting from one location to the other will involve travel via Antananarivo, often incurring a night stop. (When listing these location names, the most common Malagasy names have been used, although there are frequently two or three slightly different spellings, and some are still known by their French names – eg, Tolagnaro, in the south of the country, can also be spelt Taolanaro or is often referred to by its French name, Fort Dauphin.)

Mahajanga Airport in the north-west of the country is named after Philibert Tsiranana, the country's first prime



De Havilland Canada DHC-6 Twin Otter, 5R-MGC, arrives at Antananarivo.

The airline has two ATR 42s – a -300 (5R-MVT) and a -500 (5R-MUG).

The coastline at Tolagnaro (Fort Dauphin) whilst climbing out onboard a Boeing 737.

minister after independence from France in 1960. It is also known as Majunga, under which name the airport features in the history of the Royal Air Force: in the early 1970s, a small number of Avro Shackletons were deployed here on the 'Beira Patrol' over the nearby Mozambique Channel to prevent oil being delivered to what was then Rhodesia (now Zimbabwe) which had declared independence.

There are two ATR 42s on the current

inventory – one series 300, which was delivered in 1998, and one series 500 delivered in 2006. Both are in an all-economy 49-seat configuration. The airline's two ATR 72s are fitted in a 70-seat configuration, with eight seats in the rear two rows for Business Class passengers. On the 737-300s, 12 seats in the first three rows are for Business Class with the remaining 118 for Economy passengers.

The proportion of tourists on Air Madagascar flights varies significantly depending on the route. Recently the author flew on flights from Antananarivo to both Mahajanga and Tolagnaro, and on both occasions tourists made up about 10% of the passengers on flights which were about 80% full. On another occasion the author boarded a 737 at Tolagnaro which had arrived from Reunion and virtually emptied. The >>





The interior of one of the carrier's Boeing 737-300s.

next leg to Toliara with a very light load had only a handful of tourists aboard; however, at Toliara the aircraft filled completely for the flight to Antananarivo, with tourists comprising about 90% of the passengers.

One nice touch is that senior citizens (60-plus) and disabled passengers are eligible for discounted fares, something the airline should be congratulated for. This is perhaps a legacy of the company's previous relationship with Air France, which also offer discounted fares to senior citizens – it's a pity more European airlines do not follow this lead.

For those of us who can remember, another note is struck when cabin crew hand out boiled sweets prior to descent.

Regional Services

The bulk of regional services are carried out by the airline's fleet of three 737-300s. The third of these aircraft to be acquired (5R-MFL) was a former Malagasy Presidential aircraft – then registered as 5R-MRM. It had originally been replaced as the VIP aircraft by a -700BBJ, which has sat unused in open storage at Antananarivo for a couple of years now – perhaps it could be converted to full passenger fit and given to Air Madagascar?

Regional services are to neighbouring Indian Ocean islands or the African mainland. Often such flights will route to or from Antananarivo via another Malagasy location, such as



A nice touch that has been 'forgotten' by many other carriers: a flight attendant hands out boiled sweets prior to descent.

Reunion via Tolagnaro or Dzaoudzi via Mahajanga. From Tana, service to St Denis on Reunion is flown daily in the summer season; it is also served three times a week from Taomasina, with many of these services flown by ATRs. Other island destinations include Moroni (Comoros), Maurice (Mauritius) and Dzaoudzi, Mayotte – the latter being adjacent to the Comoros Islands, and which on March 31, 2011 voted to become a French Department (No

AIR MADAGASCAR (MD/MDG) FLEET				
Type	Reg'n	c/n	notes	MODERN FLEET
HISTORIC FLEET				
DH89a	SR-MAM			ATR 42-300
	SR-MAN			SR-MJC 132 97-06 sold ex SR-MVK
	SR-MAO			SR-MJD 155 98-06 sold ex SR-MVX
	SR-MAP			ATR 42-300
	SR-QAM			SR-MVT 044 94-current
	SR-			SR-MVU 031 97-97 Isd
DC-3	F-B		Isd fm Air France	ATR 42-500
	F-B		Isd fm Air France	SR-MJG 649 06-current
	SR-MAA	11726	tfd to military 71	ATR 72-500
	SR-MAF	13368	tfd to military 71	SR-MJE 694 05-current
	SR-MAI	12761	tfd to military 71	SR-MJF 698 05-current
	SR-MAJ	12813	w/o 1962	SR-MFA 20231 69-04 wfu
	SR-MAK	20874	sold 76	SR-MFB 20680 73-87 wfu
	SR-MAV	19104	tfd to military 71	SR-MFH 26305 94-current
DC-4	SR-MAC	42928	66-78 wfu	SR-MFI 26301 03-current
	SR-MAD	42991	66-77 w/o	SR-MFL 24018 11-current (formerly presidential BBJ SR-MFM)
	SR-MAE	42993	63-77 sold	B737-200
	SR-MAU	42941	65-76 wfu	SR-MFE 23624 00-02 sold
	SR-MCM	42940	66-71 wfu	SR-MFC 25403 98-99 sold (ex-SR-MVZ)
	SR-MCO	42916	68-77 sold	SR-MFD 29898 99-02 sold
DC-7	F-BIAR	45367	Isd fm TAI in Madair colours in 61-63	SR-MFF 25221 03-08 sold
				SR-MFG 25088 04-11 stored
HS748 2B	SR-MJA	1772	80-01 sold	SR-MFJ 26200 09-current
HS748 2A	SR-MJB	1773	80-01 sold	I- Isd fm Blue Panorama 01-03
Nord 262A	SR-MJS	1746	79-80 sold	I- Isd fm Air Italy 01-01
B707-328	SR-MCU	041	68-75	B777-200ER
	F-BHSC	17918	Isd fm Air France 1964-67	CS-TFM 28513 Isd fm Euro Atlantic Airways, current
	SR-MFK	18686	73-79 sold	SR-MGA 318 71-current?
The airline has also used a Broussard, Beech 18s, PA-23 Aztecs and PA-28 Cherokees				
www.airmadagascarna.com				
				DHC-6
				SR-MGC 328 71-current
				SR-MGD 329 71-current
				SR-MGE 330 71-current?
				SR-MGF 482 76-current
				PA-31
				SR-MLA current



101). On mainland Africa, Nairobi and Johannesburg are both served twice weekly from Antananarivo. Flights from the Malagasy capital to Reunion face competition from local carrier Air Austral which uses ATR 72s on the route, while competition to Africa comes from Kenya Airways (Nairobi) and South African Airways (Johannesburg).

767s Banned From Europe

Following tyre and brake-related problems with its 767s in China in early April, worse was to come for the airline. After a routine examination of a company 767 at Paris/Charles de Gaulle Airport, concern was raised about a loose door. Following this, the EU's SAFA (Safety Assessment of Foreign Aircraft) programme carried out an audit and, on April 29, 2011, announced that Air Madagascar's two 767-300ERs would be banned from flying into EU-member airspace due to persisting operational errors. Following this announcement, a team from the airline visited SAFA to plead their case, but were asked to put in place measures to correct these deficiencies – the airline having since assured SAFA that this has now been done. But the ban currently still stands. The situation has annoyed Madagascar's

Government, with President Andry Rajoelina vowing to prosecute those in the company responsible and accusing the previous regime of poor management and neglect. He has also intimated that the airline should buy its own Airbus rather than pay leasing fees for more elderly aircraft.

In order to maintain its commitment and operate flights to Paris, the airline turned to Air Italy which operated a 767-300ER on a temporary lease on the service to Paris – although this has since ended. Then an announcement was made that, from September 2, 2011, European services would be undertaken by a Euro Atlantic 777-200ER. This aircraft (CS-TFM) has been signed on a year-long contract and, although it retains its Euro Atlantic livery, it carries additional Air Madagascar titling and logos. The aircraft is 'damp leased' with Euro Atlantic flight deck crew and Air Madagascar cabincrew.

Long-haul Services

Just one 767-300ER (5R-MFJ) now remains in service and operates twice-weekly to Bangkok with a continuation to Guangzhou in China – with a large number of Chinese working in Madagascar, the latter destination is

"A NUMBER OF SMALLER LOCATIONS ARE LINKED BY THE THREE-STRONG TWIN OTTER FLEET, HOWEVER, IN MANY CASES, GETTING FROM ONE LOCATION TO THE OTHER WILL INVOLVE TRAVEL VIA ANTANANARIVO, OFTEN INCURRING A NIGHT STOP."

important for the airline. The aircraft is configured for 244 passengers with 24 in Business Class in the first six rows. The level of in-flight catering in this class is comparable to, and sometimes better than, that offered by Western carriers; eg portable video players are handed out by the cabin crew. In Economy Class, however, there are no individual video screens.

One of two ATR 72-500s in the Air Madagascar fleet, 5R-MJF (c/n 698), was acquired in 2005. (Airteamimages.com/Bailey)





Air Madagascar's European 777 service has 30 Business Class seats in the first five rows, giving a total capacity of 323 passengers. It is operated thrice weekly (via Marseille on one of the three flights) and the airline offers several fares, the cheapest of which, known as a 'Happy Day' ticket, costs under €700. The carrier faces competition on this route from both Air France and Corse Air, with the latter often routing via the Malagasy island of Nosy Be, a popular tourism resort with French and Italian visitors who enjoy its beaches and clear seas for diving.

Thanks to its amazing indigenous flora and fauna, Madagascar is attracting an increasing number of tourists, particularly from Western Europe. In order to increase its share of these visitors, Air Madagascar offers incentive discounts of between 30% and 50%

Above left - A Euro Atlantic Airlines' Boeing 777-200ER has been leased to operate the carrier's European schedules.

Above - The country's Presidential BBJ sits unused on the apron at Antananarivo - perhaps it could be used by the carrier in the future?

Left - Boarding a Boeing 737 at Tolagnaro (Fort Dauphin).




on domestic flights to those using its international flight into Antananarivo. Due to the distances involved, and the poor state of the roads, domestic flights really are a necessity for visiting tourists.

Not surprisingly, the French make up the largest tourist group with Italians second, the majority of visitors perhaps surprisingly making for the beach holiday resorts rather than the wildlife locations and national parks. Air Madagascar flights to the Italian cities of Milan and Rome have, with the SAFA ruling, been discontinued as have services to Frankfurt, Munich, Singapore and Zurich. Other than with Air Madagascar, the easiest way to get to the island is using Air France via Paris. Also worth consideration are Kenya Airways via Nairobi, South African Airways

Right • A pair of ATR 72-500s in the new colourscheme joined the carrier at the end of 2005. (Key Collection)

Below • The turnaround of the aircraft always proves an attraction for some of the local population at Tolagnaro (Fort Dauphin).

via Johannesburg or Air Mauritius via Maurice.

Air Madagascar has a codeshare agreement with Air France, and has its own frequent flyer programme, 'Namako', membership of which also offers an increased baggage allowance. At its Antananarivo base, the airline has its own very pleasant Business Class lounge, available also to passengers from other airlines such as Kenya Airways and Air France. As the airline passes its 50th birthday, the country and its extremely friendly inhabitants deserve a successful national carrier. 



"ONE NICE TOUCH IS THAT SENIOR CITIZENS (60-PLUS) AND DISABLED PASSENGERS ARE ELIGIBLE FOR DISCOUNTED FARES, SOMETHING THE AIRLINE SHOULD BE CONGRATULATED FOR"



1,000 & Orders Counting

Embraer's E-Jet Success Story

Craig West reports from Embraer's recent CEO round table event in Palma de Mallorca.



Brazilian aircraft manufacturer Embraer is quietly optimistic about its future sales prospects, despite the current economic downturn. Speaking at a CEO round table event in Palma de Mallorca on October 26, Embraer's Vice President Europe – Commercial Aviation, Simon Newitt, reported that the company has been buoyed by recent orders from Bulgaria Air and Dniproavia. "Although repeat business remains a significant

part of our sales strategy, we are also targeting key markets including Africa, the Middle East and the CIS," he said.

The E-Jet family (including the E170, E175, E190 and E195) has already secured over 1,000 firm orders, and Newitt explained how it was finding its niche by 'right-sizing' key routes. Many operators are using the type to operate services that cannot always be guaranteed to fill the larger Airbus A320 and Boeing 737, and high reliability

French carrier Regional plans to increase its utilisation of the E-Jet family from 3,200 hours per year up to 4,000 hours. (Embraer)

(99.3% serviceability to date) has helped drive down costs. The smaller size also makes the E-Jet family suitable for opening new routes, where the reduced seating and lower operating cost significantly reduce the potential associated risk. Data provided by E190 customer Air Canada suggests that the type is 20% cheaper to operate per trip than the A319.

Embraer were particularly keen to promote the green credentials of the E-Jet, highlighting that they were designed to operate well within strict emissions legislations around the world – British Airways subsidiary CityFlyer has reportedly reduced CO₂ emissions by 130,000 tonnes per year across its 12-aircraft fleet since moving from the Avro RJ85/100 family.

In light of the recent resurgence in regional turboprop types, Newitt commented that it was, for the time being at least, a market Embraer would not enter. "The major factor will be the movement of fuel prices. The market is already well served so we will concentrate on narrow-body jets but may evaluate this again in the future."

The E-Jet order book for Embraer



Left - Air Europa has used the Embraer 195 to 'right size' key routes. (Airteamimages.com/Ismael Jorda)

currently sits at 1,018 aircraft with a delivery backlog of 248 airframes. The manufacturer is predicting a requirement for 6,795 aircraft in the 70 to 100-seat market between now and 2030.

Right-sizing

Spanish airline Air Europa has revealed how it is using the E195 to maintain its market share amid increasing competition from European low-cost carriers (LCCs). Now in its 25th year of operation, the carrier operates a hybrid of both charter and scheduled flights, and flies its domestic and regional routes mainly in support of its long-haul services. Air Europa's Director of Fleet Management, Mateo Sanchez, explained how the airline's fleet size has remained relatively unchanged, but has effectively downsized, with the 100-seat E195 replacing the larger 737s. This reduction in capacity has allowed the carrier to 'right-size' its aircraft to certain routes, increasing the airline's load factor but decreasing its operational costs.

With increasing competition from low-cost carriers such as Ryanair and Air Berlin, Sanchez reflected that Air Europa was being forced to employ a similar operating model. The current economic turbulence in the Eurozone and the likely introduction of austerity measures in 2012 mean that the airline is expecting passenger figures to fall below 8 million. However, Air Europa's extensive domestic network, support from the SkyTeam alliance and the wider use of the smaller E195 – which reportedly delivers savings of €2,000 per flight hour against the 737-800 – are expected to help the carrier through a difficult period.

Mainline Carriers Adopting The Low-cost Model

Speaking at the round table event, Regional's CEO, Jean-Yves Grosse, explained how the Embraer E-Jet family had made a significant improvement to the carrier's feeder operations. As with many of the full-service airlines around Europe, the increased competition from low-cost carriers and a hike in fuel costs have significantly reduced margins. Grosse commented that Regional also faced serious competition from high-speed rail links, particularly on domestic



Right - Flybe currently operates 14 E195s and was expecting to add the smaller, 88-seat E175 to its fleet by late 2011. (Key-Craig West)



Top - Embraer has identified the CIS and Russia as key markets and has been buoyed by recent sales to Bulgaria Air and Dniproavia. (Embraer)

routes, and while load factors had increased to 73%, the airline had been forced to keep the cost per seat low. "We employ the LCC model to reduce costs, but we will not become a low-cost operator," he added.

A key move in this strategy is the establishment of a regional base at Bordeaux from May 2012. The carrier will employ E-Jets and is hoping to achieve a daily utilisation of 10 to 12 hours with turnaround times as low as 25 minutes. The model is similar to that of the LCCs and means that aircraft will see higher utilisation (3,500-4,000 hours per annum against the current 3,200) – while aircraft and crews will be based locally, reducing accommodation and ferry costs.

Grosse confirmed that the carrier's immediate priority was fleet stabilisation, explaining that, by 2012, Regional will have reduced the size from 65 to 51 aircraft and will operate just two types (Embraer ERJs and E-Jets). Longer term, the airline intends to remove the smaller ERJs which, Grosse explained, were no longer commercially viable, and replace them with the larger E-Jet family.

The Jet Factor

Flybe, the UK's largest domestic carrier, is expecting delivery of its first E175 later this year and places great emphasis on the partnership it has established with the Brazilian manufacturer.

Andrew Strong, Managing Director of Flybe UK, outlined the airline's successful business model: "Our main driver is repeat travel rather than the leisure sector. We offer high-frequency services and have no direct competition

on our routes." Significantly, 82% of Flybe's routes are over water so, unlike carriers in mainland Europe, the airline does not come into conflict with rail.

Strong described the logic behind the recent E175 order for Flybe, a long-time turboprop operator: "Most of our fleet is leased and has an average age of four years – if our current growth rate of 6% per annum continues, we will have a requirement for 130 aircraft by 2020. The E175 offers commonality with the E195 and its 88-seat capacity fits neatly into our existing fleet. We wanted to maintain the cost per seat we currently achieve with the Bombardier DHC 8-Q400 but, even with the best deal, the E175 averages £200 more expensive per flight." However, despite the additional cost, the E-Jet offers significant savings in time (over an hour on a return flight from Manchester to Milan), allowing additional daily rotations to be added to the network.

A key element of the deal is flexibility, with the carrier placing a firm order for 35 E175s, options on a further 65 (which can be converted to other members of the E-Jet family) and 40 purchase options. Unlike the leased Q400s, the carrier has secured favourable financing arrangements to purchase the new Embraers, meaning that the cost per seat is comparable to the turboprop. "The delay in delivery is due to a hold-up in arranging the block finance," said Strong. "Aircraft are usually financed individually but in this case we are buying the first batch of 20 in one transaction." Flybe has now finalised a deal with BNDES, the Brazilian Development Bank, with the first example expected to have joined the carrier in late 2011. **W/W**

Below - Present at the Embraer round table event were, left to right, CEO of Flybe UK, Andrew Strong; CEO of Air France Regional, Jean Yves Grosse; Simon Newitt, Embraer's Vice President Europe – Commercial Aviation; and Director of Fleet Management at Air Europa, Mateo Sanchez. (Key-Craig West)



First Boeing 787

Having flown on the first passenger flight of the Airbus A380 with Singapore Airlines in October, 2007, the author set himself a goal to be on the first passenger flight of the Boeing 787 Dreamliner with All Nippon Airways (ANA) - and accomplished his mission.

On October 25, 2011, there was a special media event on the 37th floor of the Intercontinental ANA Tokyo Hotel which set the stage for the first flight of an ANA Dreamliner the following day from Narita to Hong Kong. The author attended as a guest of Ms Nao Gunji, of ANA Marketing and Sales the Americas, who had co-ordinated the arrangements. ANA has always been the launch customer for the Dreamliner.

Initial aggressive 787 development, test and service entry schedules by Boeing were followed by a series of manufacturing and logistics setbacks which resulted in delivery schedule delays of over three years. Given that the 787 was pushing aircraft manufacturing technology, and the systems engineering challenges and complexity involved, it is no real



Lee Simonetta travelled to Japan to join the passengers and crew on All Nippon's first Dreamliner service.



Passenger Flight

surprise that 'programme risk' overcame 'programme optimism'.

On the eve of the much-anticipated inaugural 787 passenger flight, executives of ANA reiterated their long-term partnership with Boeing and made a commitment to the aircraft with 55 firm orders. An ANA Dreamliner video provided a glimpse of what a passenger would experience and, more importantly, the aircraft's 'game-changing' technologies, which should be reflected in future airline profitability. Also

"THE AREA AROUND THE DEPARTURE GATE - GATE 59A - AT TOKYO/NARITA WAS A BUZZ OF ACTIVITY, DOMINATED BY A LARGE 'WORLD'S FIRST BOEING 787 DREAMLINER FLIGHT' SIGN."



Far left • Representatives from across ANA's workforce held a large sign to the side of the forward loading stairs which read 'World's First 787 Dreamliner Flight'.

Left • Prior to the flight, there was a special media event on the 37th floor of the Intercontinental ANA Tokyo Hotel, setting the stage for the first flight.

ANA's first Dreamliner had arrived at Narita a few days earlier. (Boeing)

attending the event was Scott Fancher, Boeing's Vice President for the 787 Dreamliner programme, who commended ANA for its operational perspective, contribution, support and commitment to introducing this next generation of commercial aircraft.

Flight 7871, Pre-Departure

On arriving at Narita Airport's Terminal 1, a pair of ANA 787s could be seen in their special introductory livery parked at a remote gate. The south end of Terminal 1 serves the Star Alliance partners - >>





LED cabin lighting provides optimal lighting to coincide with the time of day.

Taking pride of place in the terminal was a barrel of sake and a large stack of commemorative sake drinking boxes (called 'masu' in Japanese) which would provide a unique but traditional Japanese ceremonial memento.

dominated by ANA as the 'hometown' airline. For this special event, there was a separate passenger check-in area for ANA flight NH7871 where boarding passes and commemorative items - including first flight certificates - and flight details were provided. The departure hall flight schedule board displayed a large video monitor featuring ANA's 787s and the airline's ubiquitous *We Fly 1st. 787* tag line.

Once through security and immigration control, the area around the departure gate - Gate 59A - was a buzz of activity, dominated by a large *World's First Boeing 787 Dreamliner Flight* sign. Most passengers had arrived very early to take full advantage of the occasion, but the gate area was already packed with media representatives and TV cameramen from around the world.

Taking pride of place was a barrel of sake and a large stack of commemorative sake drinking boxes (called 'masu' in Japanese) which would provide a unique but traditional ceremonial memento. At the conclusion of the departure gate festivities, the ceremonial breaking ('kagami biraki') of the barrel with wooden mallets was performed. The celebration sake, called 'iwai-zake', was served freely to all passengers to spread good fortune.

An hour before departure, the media representatives were bussed to the aircraft. This was followed by the start of passenger boarding when everyone was given an ANA *We Fly 1st. 787* souvenir scarf. To the objection of many passengers, the gate agents tore the boarding passes - which would have been a great first flight memento - retaining the larger portion as per normal airline practice.

ANA's 787 JA801A (c/n 34488), the aircraft allocated to the first flight, was parked next to sister ship JA802A (c/n 34497). Representatives from across ANA's workforce held a large sign to the side of the forward loading stairs which read 'World's First 787 Dreamliner Flight'. The airline initially allowed everyone to take pictures from the ramp but then politely ordered passengers onboard to maintain the 1220 departure schedule.

Flight 7871, Take-off

Inside the aircraft, the atmosphere was even more electric than at the departure gate with passengers exploring every feature of the new Dreamliner. Journalists were interviewing passengers to get their first impressions, while TV cameras were recording every minute of the action for the benefit of a worldwide audience. Efficient and courteous ANA cabin staff were able to manage the

excitement and the aircraft was readied for an on-time departure. Although there were many announcements and personal reminders to turn-off all electrical devices, the rule was largely ignored by the media and most passengers. The author is not sure if any of the 787 test flights simulated the potential interference from the 200-plus digital cameras, iPhones and oversized video cameras that were operating during our take-off and climb out!

ANA's first two Dreamliners are configured in a domestic seating configuration of 12 in Business Class (two plus two plus two) and 252 in Economy (two plus four plus two). One hundred of the first flight's Economy



"AS THE AIRCRAFT BEGAN ITS TAKE-OFF ROLL, THERE WERE CAMERAS AND FLASHES GOING OFF FROM EVERY SEAT AND, ONCE AIRBORNE, THERE WAS A ROUND OF APPLAUSE FROM THE PASSENGERS."



On arriving at Narita Airport's Terminal 1, a pair of ANA 787s could be seen in their special introductory livery parked at a remote gate.

seats were sold through a lottery of ANA Frequent Flyer members living in Japan. The lucky winners were given a chance to purchase one round-trip seat on the flight plus hotel accommodation in Hong Kong for \$1,040. The remaining economy seats were reserved for media, special invitees and ANA staff. Surprisingly, there were at least 15 empty Economy seats - perhaps a result of last-minute media no-shows or ANA providing some margin for error.

Six of the 12 Business Class seats were sold in an online charity auction, with three only available to Japanese residents through Yahoo Japan. The other three, one pair and one single, were auctioned on eBay

for the rest of the world. Proceeds from the auction went to the charities Conservation International Japan; and the Organisation for Industrial, Spiritual and Cultural Advancement (OISCA) International. Gino Bertuccio, an Italian businessman living in Miami, Florida, was the winning bidder for the single Business seat - at over \$31,000.

During the taxi, many of the airport workers stopped to view the departure, which included giving the aircraft a fire-truck water-cannon salute. The author was in a window seat, 16A, and the oversized windows provided a very open feeling and a panoramic view of the airfield. Even those sitting in the centre-section of the aircraft commented

Executives of ANA have reiterated their long-term partnership with Boeing and commitment to the aircraft with 55 firm orders for the Dreamliner. (Boeing)

The Dreamliner is one of the few aircraft to have a window in the lavatory.

on their view to the outside.

As the aircraft began its take-off roll, there were cameras and flashes going off from every seat to make sure the moment was well documented - and, once airborne, there was a round of applause from the passengers. The climb out was smooth through the partly cloudy skies of Japan and the first difference to notice was the significant upward flex in the swept and tapered wing tips compared to other aircraft. Cabin noise did not seem noticeably quieter, but that may have been because of all the surrounding passenger conversation and the excitement level.

Taking off on Runway 34L and turning to the southwest, there was sun and >>



The question has to be asked - what is so special about the Dreamliner? It was primarily designed as a new-technology replacement for the 30-year-old 767 (and, to a lesser extent, the 757), and certainly the interior design and seating etc reflect this. However, the aircraft's 'gee-whizz' factor is not as dramatic as may have been anticipated, although there are a number of significant and noticeable technology improvements adding to the passenger experience:

Larger windows at eye-level

- giving passengers in the centre of the aircraft a better view
- providing a sense of openness in the cabin

Window shading

- electronic tinting replaces the normal window blind; passengers should respond positively to this new technology
- Light Emitting Diode (LED) cabin-lighting
- provides optimal lighting to suit the time of day

- can provide a light show and a colourful background for passengers

Onboard luggage storage

- large bins over window seats will accommodate standard carry-on luggage stowed on its side (as opposed to flat in other aircraft)
- slightly smaller storage bins over the centre section will accommodate standard carry-on luggage lying flat
- higher ceilings and modern, sculptured cabin design creates a feeling of more space

Improved lavatories (function of airline cabin design)

- infra-red touchless control of toilet, taps and waste receptacle controls
- improved toilet design and flush system
- larger lavatories with full-length mirrors
- oversized lavatory for the handicapped, with baby-changing table and window

Less jet lag on longer flights

- higher cabin humidity
- higher cabin pressure (simulates 6,000ft versus the standard 8,000ft altitude).

The impact of the Dreamliner on the passenger experience is going to be dictated by how each airline chooses to configure its cabins. The aircraft is 30in (76cm) wider than the 767 and could accommodate a denser Economy seating of three plus three plus three. The variations in seat pitch and seat

recline in all cabins will affect the passenger experience more significantly: as one media representative on the flight commented: "The 787 is not going to turn Economy travel into First Class."

The aircraft also has some features that will be more apparent to the airlines than the passengers:

Carbon composite airframe

- provides lighter overall aircraft weight;
- and improved engines provide a 20% fuel efficiency over current aircraft
- lower maintenance costs

Lower carbon emission footprint

- next-generation engine and aircraft nacelle configuration
- lower noise
- higher fuel efficiency
- lower carbon emission footprint

Avionics and flight management system

- new and efficient electrical architecture
- multi-function LCD and optimal human systems integration

Real-time maintenance data reporting

- contributing to lower operating and maintenance costs
- elimination of pneumatics and hydraulics from some sub-systems (eg, engine starters and brakes)



glare to contend with. This gave the excuse to test the window tint feature. Particles between the window panes are electrically energised and turn the window opaque. The shading level is controlled by a soft key allowing passengers to tint the windows up to total shading. It was very effective. However, as passengers will inevitably 'play' with the technology, it is hoped that a constant barrage of twiddling will not break the control.

The flight to Hong Kong was a little over four hours so there was plenty of time to enjoy the first flight's ambiance. Shinichiro Ito, President and CEO of ANA, personally toured the cabin thanking each passenger for their participation in the first Dreamliner flight and providing his personal business card to all. It was evident throughout the entire flight that ANA and its onboard crews and corporate staff had prepared well for operating this historic occasion.

A special first flight menu was provided to passengers and included a choice of Western or Japanese cuisine. The flight attendants provided an



The window's shading level is controlled by a soft key that allows passengers to tint the windows from clear to fully opaque - it proved to be very effective.

impeccable service despite the challenges of roaming passengers and film crews.

During the last hour of the flight, journalists were busy writing their reports so that they would be 'on the wire' within minutes of the arrival in

Hong Kong. The initial first flight party atmosphere had turned more businesslike as the aircraft descended into Hong Kong. The approach was uneventful and no different from thousands of other jet aircraft landings.

ANA is now Japan's largest airline and its goal is to be Asia's largest and best airline in terms of passenger preference. (Boeing)



What was different was the celebrity status accorded the aircraft as it taxied from the runway to the arrival gate. It seemed that every airport employee had stopped working and was lined up to wave to and welcome the aircraft. A large media audience and traditional Hong Kong dragon dancers were waiting at the base of the stairs at the remote gate. As the passengers left the aircraft, Mr Ito, ANA President and CEO, personally greeted and thanked them for travelling on ANA.

"INSIDE THE AIRCRAFT, THE ATMOSPHERE WAS EVEN MORE ELECTRIC THAN AT THE DEPARTURE GATE WITH PASSENGERS EXPLORING EVERY FEATURE OF THE NEW DREAMLINER."



Amongst all the 'goodies' available, a special first flight menu was provided and included a choice of Western or Japanese cuisine.

All were then welcomed by airport representatives, who provided arrival gifts. After a few pictures, they were loaded onto buses and transported to the terminal. It seemed the flight was over before it had begun.

Conclusions

So, in the author's opinion, what will be the overall impact of the 787 on commercial aviation? The Dreamliner does not represent the same impact as the change from propeller driven >>



The departure hall flight schedule board displayed a large video monitor featuring ANA's 787s and the airline's ubiquitous We Fly 1st. 787 tag line.

to jet aircraft in the 1950s; but it may represent a leap in technology equivalent to the transition from fabric-covered to metal aircraft - which improved the passenger experience with pressurised cabins. However, the largest contribution will be to airline operators who can leverage the aircraft's attributes to satisfy customers profitability; and reduce the impact on the world's environment.

ANA executed the first Dreamliner flight flawlessly and should be commended for its professionalism and hospitality. Soon after the flight, it reported a 72% increase in earnings for the first half of the current fiscal year (ending September 30, 2011). As Keisuke Okada, ANA Executive VP Alliances and International Affairs, stated during the media event the night before the first flight, ANA is now Japan's largest airline and its goal is to be Asia's largest and best airline in terms of passenger preference. With 55 Dreamliners on order it has set a course to achieve that goal. **ANA**

During the taxi, many of the airport workers stopped to view the departure - which included giving the aircraft a fire-truck water-cannon salute.

Below • ANA's first two Dreamliners were given a special colourscheme to mark the first deliveries of the type. (Boeing)

"AN ANA DREAMLINER VIDEO PROVIDED A GLIMPSE OF THE AIRCRAFT'S 'GAME-CHANGING' TECHNOLOGIES, WHICH SHOULD BE REFLECTED IN FUTURE AIRLINE PROFITABILITY."





THE CENTRE SPREAD

JANUARY 2012

Two of the early deliveries of Boeing's latest 747-8 Freighter at the company's Everett plant. One for British Airways and the other a special colourscheme for Cathay Pacific Cargo.

Photo • Lee A Kates





Finding a new operator for CONGO'S AIRPORTS & a lot more...

Sebastian Schmitz visits the Republic of Congo in West Africa to discover how Lufthansa Consulting has been working with the Congolese Government to help bring the nation's airports up to international standards.

Right • The airside waiting area at Brazzaville – it cannot be too long before window-cleaning becomes an issue.

Below • The main entrance to Brazzaville's recently-opened passenger terminal.

The Republic of Congo (not to be confused with its much larger neighbour, the Democratic Republic of Congo, to its east) is one of Africa's fastest growing economies thanks to its valuable natural resources, in particular its diamond and oil production – it's one of sub-Saharan Africa's main oil producers, yet around 70% of its population still lives in poverty. The country's current period of relative prosperity hides a recent history of civil

war which has left its infrastructure so badly damaged that it will take decades to repair.

The Congolese Government has given precedence to upgrading roads, ports and airports in recent years. Modern, functional facilities are of course 'lighthouse projects' for any nation and, for many developing countries, increasing the standards of airports is >>



"WITHOUT MORE APRON SPACE, WE CAN BUILD AS MANY TERMINALS AS WE WANT: HOWEVER, THIS WILL NOT SOLVE THIS UNDERLYING PROBLEM."





an important priority. Bringing in partners with the necessary knowledge through a concession process is one way that this can be achieved. This has been the case in the Congo, and has included preparing a strategy, managing the tendering process (including the search for investors) as well as, finally, the negotiations leading to an agreement and contract with Lufthansa Consulting, a subsidiary of the German national airline.

The Consultants Get Started

Hans-Dieter Janecke, a Managing Consultant at Lufthansa Consulting, has

gained significant experience on aviation projects on behalf of the company. He particularly enjoys working in Africa, and has spent much of his time in the Congo managing the country's airport concession project as well as working on a number of follow-up projects. He explains that the challenges during the tender process were numerous, but very positive results and improvements can now be seen. When Lufthansa Consulting was awarded the contract, one of the first tasks was to evaluate all the Congo's current airfields. A team of consultants flew around the country in a chartered Cessna 404 Titan to

assess what already existed and what improvements were required.

Congo's two main facilities are located close to the capital, Brazzaville, and the port city of Pointe-Noire on the country's short stretch of Atlantic coast. These, the most important sites, were put at the top of the list as was the airport at Ollombo in Congo's central region – close to the birthplace of the country's President, Denis Sassou-Nguesso; the region's development is naturally a priority for him. Eventually, all three were selected as the prime candidates for redevelopment and tender documents were compiled, inviting international companies to bid. With Congo maintaining close links with its former colonial ruler, it is perhaps unsurprising that the only two bids came from France. On December 14, 2009, nearly three years after work first started on the project, the Congolese Government signed a 25-year concession contract for the development, operation and maintenance of the three facilities with the French-backed Aéroports de la République du Congo SA (AERCO). This is the airport management company formed to run the concession and consists of the French group SEGAP, a joint venture subsidiary of Egis Avia and Marseille Airport, along with the Government of Congo and Congolese private investors. Egis is very experienced in this field and is also a shareholder in the consortium managing Larnaca and Paphos airports on Cyprus. Its portfolio also includes the facilities at Libreville in Gabon, Abidjan in the Ivory Coast and Tahiti in French Polynesia, all being operated through local subsidiaries.

Above • This Boeing 727-2B7(Adv)F, 5N-BNQ (c/n 22161), belongs to Nigerian carrier Associated Aviation. It was stored at Pointe-Noire during the author's visit in August 2011.



Left • The Boeing 737 is the dominant airliner in Congo's skies. Here, two 737-200s wait for their next loads of passengers on the small apron at Pointe-Noire.



Bottom Left • The fate of this former Air Afrique hangar at Brazzaville is still undecided. It was damaged during fighting in the short civil war in the late 1990s.

Below • Pointe-Noire's small but functional check-in area pictured during a quiet period. It's a lot busier when the Air France A330 flight is due to depart.





The challenges faced by AERCO are significantly different from those presented by facilities of similar size in Europe or North America. To start with, airfields in this part of the world are often unfenced, with locals, vehicles and animals having free access to runways and taxiways. For example, at Pointe-Noire, people even have vegetable gardens planted on areas of the airport perimeter. As Hans-Dieter remembers, in 2007 during one of his first visits, passengers were even picked up by taxis on the taxiway after landing. "This was actually quite convenient," he smiles. Procedures have changed considerably since then and will continue to do so as AERCO brings all three sites up to international standards. Having been awarded the concession in 2009, it took until April 2011 for the actual handover of the facilities by ANAC, the country's civil aviation authority, which had been responsible for their operation until then.

Pointe-Noire/A A Neto International (PNR/FCPP)

Olivier Baric is the Chief Executive Officer of AERCO. At Pointe-Noire/A

Above • Although Pointe-Noire's terminal is only five years old, it is already showing signs of disrepair, as this image of the front façade shows.

Top Right • As passengers disembark from their aircraft they are greeted by this view of Pointe-Noire's terminal building. (All images the author unless stated)

Below • Air Congo International's AVIC 1 MA-60 turboprop, TN-AHO (c/n 04-08), remains in storage at Brazzaville, but the airline has plans to restart operations.

A Neto International Airport, his main worry is apron space. The city is the economic powerhouse of the Congo, and is expanding all the time with oil companies and many international organisations operating from here. The airport inaugurated a new Chinese-built terminal in 2006 and at the same time the runway was extended to its current length of 8,530ft (2,600m). Still, the apron is much too small to accommodate all of the airlines that want to operate here. Pressure is particularly strong from the numerous domestic carriers which park their airliners (mostly Boeing 737s) here overnight. Olivier explained: "A major problem occurs when, out of the blue, a company will launch a new service – and the first we know about it is when it calls ATC on final approach! We then have to accommodate them and, with an already congested apron, it can be tricky." There are plans to extend the apron using the additional space as a dedicated 'overnight apron' for domestic operators.

Pointe-Noire is not only booming as a passenger airport – Air France flies a five-times-a-week Airbus A330 service to and from Paris, while Lufthansa

launched rotations in November 2010 using a Privatair Boeing 737-800. It is also one of Africa's most important cargo hubs: for years, a number of small carriers have flown various Antonov types on cargo links between here and Brazzaville. The air link with the capital has become a vital service, especially as the main road from the port city to the capital is not yet fully paved and it can become impassable during the rainy season; and, with the Congo River not navigable all the way between the two cities, flying is the only real alternative.

When an An-12 operated by Trans Air Cargo crashed on approach to Pointe-Noire in March 2011, all flights by the type were halted. Most of the grounded aircraft remain at the airport, waiting for whatever the future holds for them. This only increased the pressure for available apron space until the decision was taken to park them on an unpaved area close to the runway. Currently, two Ilyushin Il-76s are used to fly freight between Pointe-Noire and Brazzaville, but their total capacity is significantly less than all the An-12s they are replacing, and it will be interesting to see how the freight companies manage >>

"FOLLOW-UP PROJECTS ARE ALWAYS OF PARTICULAR INTEREST TO THE COMPANY. YOU KNOW THE COUNTRY AND THE ENVIRONMENT YOU ARE WORKING IN AND YOU KNOW THE DECISION-MAKERS."





Brazzaville International (BZV/FCBB)

At the Maya-Maya Airport in Brazzaville, progress is more visible. It has a brand new terminal, commissioned at the time of the handover of the facility to AERCO in April 2011. The glass building includes all the attributes one would expect at a modern facility, including three airbridges, air-conditioning and state-of-the-art luggage carousels – a quantum leap forward compared to the previous structure, which was small, stuffy and burst at the seams when the Air France A330 flight arrived.

Work has already started on an extension to the building which



the demand for space once the rainy season arrives.

Pointe-Noire's terminal, although opened only five years ago, is already proving inadequate during peak hours and is suffering from disrepair. A new terminal is planned in the near future, but as Olivier explains: "Without more apron space, we can build as many terminals as we want: it will not solve this underlying problem."

Another major challenge here is the number of conflicting interests that all seem to have a say in the airport's operations. For instance, a number of villas have been built close to the runway, too close in fact to comply with ICAO regulations, and the owners will take a lot of convincing before they move away. Although the Congolese Government is working hard to ensure all its facilities comply with international standards, local interests often interfere, leading to delays in construction projects.



Above • A visitor from nearby Angola, this Beech 1900D, D2-EWX (c/n UE-405) of Luanda-based SonAir Serviço Aéreo, is parked in front of the Chinese-built terminal at Pointe-Noire.

Left • The terminal at Ollombo Airport: it is the newest and probably best-equipped facility in the Congo. (AERCO)

Left • Lufthansa Consulting's Hans-Dieter Janecke has spent much of his time in the Congo in recent years. (Lufthansa Consulting)

A number of grounded Antonov freighter aircraft are parked at Pointe-Noire, including this Antonov An-30, TN-AHS, belonging to Aero Fret Business.

will double the facility's size. Upon completion it will be split into two, with one half being used for domestic flights – roughly two thirds of passengers flying from Brazzaville are domestic – and the other half for international services. In addition, work on a second, parallel runway, measuring 10,827ft (3,300m) long, is almost complete; it's scheduled to open before the end of 2011. As in Pointe-Noire, apron space is also an issue here, but during the author's visit this was being addressed, with work on additional hard standings under way.

Ollombo International (FCOX)

The third airfield included in the concession contract is Ollombo, located 250 miles (400km) north of the capital. The country's President, Denis Sassou Nguesso, was born in the area, and it's been a personal priority for him to include the city's airport in the deal. Work is already at a very advanced stage, with a brand new 172,222 sq ft (16,000m²) passenger terminal (a facility Pointe-Noire would be envious of) and a 9,843ft (3,000m) runway. However, the development is facing some interesting challenges: for instance, there is no public electricity supply so, for now, all its power is supplied by generators.

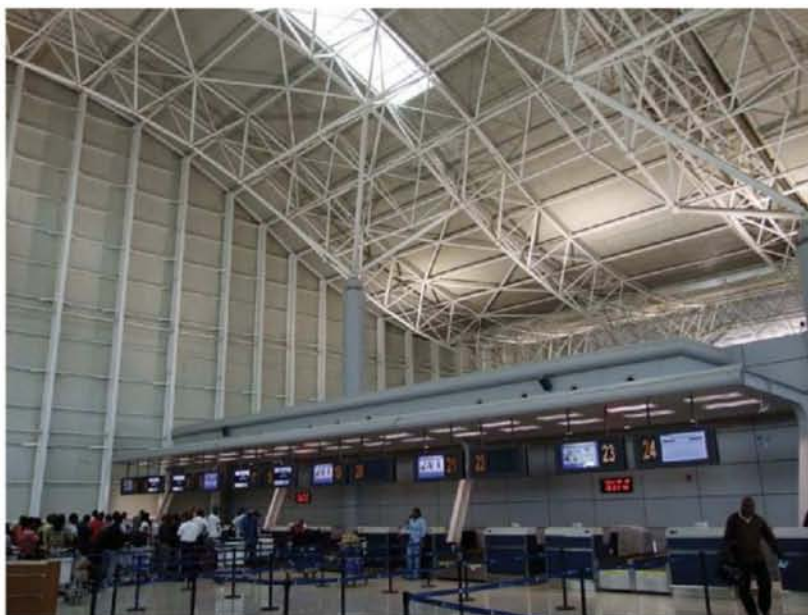
There are no scheduled services flying to Ollombo, but this may change in the near future with AERCO in discussions with a number of carriers. Again, Janecke is one of the people trying to come up with ideas on how to develop the airfield further – one possible use being looked at is a training centre for airline crews, but to date no formal agreements have been signed.

Follow-on Projects and a New Airline

With the privatisation of the airports and the handover to AERCO now complete, Lufthansa Consulting's work isn't over. As Janecke explains: "Follow-up projects are always of particular interest to the company. You know the country and the environment you are



"WHEN LUFTHANSA CONSULTING WAS FIRST AWARDED THE CONTRACT TO HELP PRIVATISE CONGO'S AIRPORTS, ONE OF THE INITIAL TASKS WAS TO EVALUATE ALL ITS CURRENT FACILITIES AND PRODUCE AN OVERVIEW DOCUMENT."



working in and you know the decision-makers. It's a lot easier to work on a follow-up project than acquiring an entirely new project somewhere else."

Lufthansa Consulting has been awarded a follow-up contract to create a master plan looking at the future development of all three airports. In 2010, the German company began working on the concept of an 'Airport City' – called Maya-Maya Village – alongside Brazzaville's airport. Additional infrastructure includes a commercial centre, conference venue and an airport hotel. Another interesting project, also assisted by the consulting team from Germany, is the launch of a new national carrier, Equatorial Congo Airlines (EC Air). The company has wet-leased its first aircraft, a 737-306, HB-JJB (c/n 27421), from Geneva-based VIP business carrier Privatair. The 737 was delivered on September 6, 2011 and, using crews and technical support from the Swiss operator, it now flies six daily rotations between Pointe-Noire and Brazzaville. For EC Air, Lufthansa Consulting have developed a five-year business plan, including future routes and fleet expansion proposals. The German

consultants will also oversee adherence to international quality and safety standards for the carrier. This is especially important as all the country's airlines are currently banned by the European Union from flying in its air space because of maintenance and safety concerns.

Above • This Congolese Government Ilyushin IL-76TD, TN-AFS (c/n 1033415504), operates regular cargo flights between Pointe-Noire and Brazzaville.

Right • Construction of a new control tower at Brazzaville was interrupted during the civil war in the late 1990s and work on it has yet to restart.

Left • The check-in area at Brazzaville airport and a view of the terminal's rolling roof.

Below • During the author's visit to Brazzaville, passengers were still disembarking from their aircraft and walking to the terminal. The newly installed airbridges were not in use as their operators were still undergoing training.



Since Lufthansa Consulting started working in the Congo in 2007, its team of consultants have had to overcome many hurdles, including some specific to this part of Africa. The results are beginning to show. "At the end of the day," says Janecke, "it is very rewarding to watch the progress of each project, even if the pace of development is slower than you might wish. But the result is Congo's airports are being brought up to international standards successfully." **W/W**



A Swiss-Mad

Simone Bovi and **Massimo Dominelli** report from Lugano/Agno Airport in Switzerland and Milan/Malpensa, Italy on the evolution of Darwin Airline as well as experiencing one of the carrier's flights firsthand.



Darwin Airline was created as a private company on August 2003 by a group of pilots and aviation experts at Lugano/Agno Airport in Switzerland. With a start-up fund of nine million Swiss Francs, the first priority was to replace the majority of the routes to and from Lugano (except those to Zurich) that had been abandoned following the bankruptcy of the national carrier, Swissair, in March 2002.

Darwin launched its first services in 2005 with rotations to Geneva, Rome/Fiumicino and Paris/Charles de Gaulle using two 50-seat Saab 2000s, HB-IZG (c/n 010) and HB-IZH (c/n 011). The carrier grew gradually, adding more routes and aircraft to its fleet. By mid-2010 it had six Saab 2000s, five of which



e Success

"THE COMPANY WANTS TO BE "AN EVOLUTION OF THE LOW-COST AIRLINES MODEL."

Captain Maurizio Merlo, COO of Darwin Airlines



are operated under lease agreements.

A turning point for Darwin occurred at the end of November 2010 when it signed an agreement with the Geneva-based regional carrier, Baboo. This came into effect on March 27, 2011 and, as a result, the company acquired the assets of Baboo. These included a technical warehouse at Geneva/Cointrin, two Bombardier Dash 8-Q400s (HB-JQA and HB-JQB) and a number of employees including pilots and cabin attendants – and, most importantly, Baboo's route network. Darwin also acquired the right to adopt the IATA code, F7.

After recording a turnover of 38 million Swiss Francs (£26.5 million) in 2010, Darwin has now established itself in a niche market as an 'economy business airline' engaged in scheduled >>



The 50-seat Saab 2000 forms the backbone of the Darwin Airline's fleet. This example, HB-IZH (c/n 011), was originally delivered to the carrier's predecessor, Crossair, in 1995. (Airteamimages.com/Steve Morris)

Far left • Darwin added a pair of Bombardier DHC 8-Q400s to its fleet in 2010 following its acquisition of fellow-Swiss carrier Fly Baboo.

Darwin's Saab 2000, HB-IZP (c/n 031), is pictured sitting adjacent to the Air Traffic Control Tower at the airline's base in Lugano, Switzerland.



Captured during short finals to land at Foggia, the Saab 2000's glass cockpit is shown to good effect.

The author's flight from Milan/Malpensa to Foggia was operated by Saab 2000, HB-IZP. The cabin is fitted out in with attractive dark blue leather seating in a three-abreast layout.

and seasonal services, charter and ad hoc flights – as well as ACMI contracts (aircraft, crew, maintenance and insurance) for other carriers, including Swiss International Air Lines. Currently it employs around 230 staff, 16 of them technicians based at Lugano/Agno, and has around 140 aircrew made up of pilots, first officers and cabin attendants.

A second hub has recently opened at Geneva/Cointrin and today its fleet consists of six Saab 2000s and two Dash 8-Q400s, the latter still carrying Baboo's livery. Darwin operates services to 21 destinations, including seasonal flights, and flies between Lugano and Zurich four times a day on behalf of Swiss International Air Lines. It also flies scheduled links to eight Italian destinations (Florence, Foggia, Milan, Palermo, Rimini, Rome, Turin and Venice) under a code sharing agreement with the Italian national carrier, Alitalia.

Speaking to *Airliner World* recently, the authors asked Captain Maurizio Merlo, the carrier's Chief Operating Officer, why the company selected the name Darwin? "Because we wanted to be an evolution of the low-cost airlines model," he said. "Our bi-monthly in-flight magazine, with a print-run of 18,000 copies, is called *Evolution*, so you can see the theme here."

Forward Thinking

What does the future hold for Darwin Airline? Captain Merlo replied: "In 2011, notwithstanding the fierce competition from easyJet at certain destinations, we expect to have carried 400,000 passengers and achieved a turnover of around 63 million Francs (£44 million), thanks to our three most profitable routes: Lugarno-Geneva, Lugarno-Rome and Lugarno-Nice. In 2012-13 we are forecasting further increases to half a million passengers and a turnover of around 70 million Francs (£48.8 million) providing fuel prices remain stable and nothing untoward occurs."

He explained that the carrier has a lot of work to do: by the end of 2012 Baboo's branding will have disappeared and all the airline's flight attendants will be certified to work on both types in its fleet. It is also looking at an expansion of its network, adding both short- and medium-range routes – and requiring an increase to its turboprop aircraft fleet and a rise in employee numbers. However, much will depend on the future development of Agno airport; work already announced includes a 15 million-Franc (£10.46 million) project to extend the runway plus the integration of equipment for instrument approaches and landings.

Experiencing the Difference

Darwin Airline believes its success is down to two key reasons: its top-quality services and its high reliability (it's currently achieving a rate of 98% punctuality of departures leaving on time). The authors experienced these factors when they flew as guests of Darwin on flight F7 045 from Milan/Malpensa to Foggia on a warm Thursday in late June.

We meet as planned at 8 o'clock in the morning at the SEA Handling check-in counters, located in Terminal 1 at Milan's Malpensa Intercontinental Airport, where the check-in process is already in full swing. The queues appear quite long, but fortunately they move very quickly and we soon receive our boarding cards and are told to proceed to Gate B29. From here the passengers are transported by bus to stand number 753, located in the airside cargo area, where the Saab 2000, HB-IZP, for today's flight is parked. This turboprop is the latest to join the company's fleet, arriving in May 2010, and is still painted in its previous owner's livery: that of the private US motor racing team, Ginn Racing.

The passengers are welcomed aboard with a 'buongiorno' and a friendly smile from one of the Italian attendants employed by the Swiss carrier. The cockpit door remains open while boarding is completed and the authors are able to watch the French Captain and her co-pilot finishing the 'before start-up checklist'. When all 40 passengers are loaded and sitting comfortably the cabin door is closed and the aircraft is ready for departure. After receiving permission to start-up from ATC, the right-hand Rolls-Royce Allison AE 2100A engine is fired up, followed by the left one, each producing 4,150shp. A few minutes before the scheduled departure time (9.30am), the Saab begins to taxi, heading for Runway 35R (right). Arriving at the runway holding point,

"DARWIN LAUNCHED ITS FIRST SERVICES IN 2005 WITH ROTATIONS TO GENEVA, ROME/FIUMICINO AND PARIS/CHARLES DE GAULLE USING TWO 50-SEAT SAAB 2000S."

The latest Saab 2000 to join the Darwin fleet is HB-IZP (c/n 031), which continues to wear the VIP livery of its former operator, Ginn Racing. (All photos via authors unless stated)



The crew of Darwin Airline's Flight 045 pose beside the aircraft for a photograph.



HB-IZP is second in the queue for take-off, behind a larger and more impressive Qatar Airways Airbus A330 which is flying to the Qatar capital, Doha.

After lining-up on the runway, the Captain receives permission to take-off. She advances the throttles and the airliner quickly picks up speed.

DARWIN AIRLINES FLEET (F7/DWT)					
Type	Reg	C/n	No of Seats	Del	Notes
Saab 2000	HB-IZG	010	Y50	07.2004	Named Insubria
	HB-IZH	011	Y50	07.2004	Named Ticino
	HB-IZI	015	Y50	12.2005	Named Verbano
	HB-IZZ	048	Y50	10.2005	Named Ceresio
	HB-IYD	059	Y50	09.2009	
	HB-IZP	031	Y50	05.2010	Ginn Racing Livery
Bombardier Dash 8-Q400	HB-JQA	4017	Y74	03.2011	
	HB-JQB	4175	Y74	03.2011	Baboo livery

With hardly a breath of wind the 22.5-tonne (four tonnes of which is fuel) aircraft rotates at 134mph (215kph) with a flap setting of 15 degrees. Almost immediately after undercarriage retraction, the Captain, under the watchful eyes of Milan radar,

is instructed to carry out a wide, right-hand turn – in line with standard instrument departure (SID) procedures – and climb towards Parma's UL153 NDB (non-directional beacon). Reaching the cruising altitude of flight level (FL) 270 (27,000ft or 8,320m) the aircraft intercepts airway UZ904 and flies on in a south-easterly direction. On reaching the waypoint, Verna, the Milan ATC airspace controller, instructs the cockpit crew to call up Rome radar: "Darwin Zero Four Five, contact Rome on one two four decimal two. Ciao." The flight continues at FL 270 crossing over Tuscany and then Umbria. At waypoint Preki, the crew are instructed to change to Brindisi Radar, tuning into frequency 128.3. The first officer calls up ATC: "Good morning, Brindisi. Darwin Zero Four Five over Preki at FL 270." Turning left, the aircraft then enters the UQ920 Airway and heads towards the VOR/DME (115.9 PES) at Pescara.

Meanwhile, in the cabin, one of the cabin attendants explains: "On flights operated by Saab 2000s, if passenger

numbers exceed 30 there are usually two of us." On today's service catering is limited; however we are offered a delicious choice of sandwiches, muffins and biscuits as well as alcoholic drinks, teas and coffee. Twenty minutes before landing, and crossing waypoint Urip, the captain starts the descent into Foggia along the standard terminal arrival route (STAR) Urip 1. Soon the aircraft is settled on a long final approach towards Foggia's 4,344ft (1,324m)-long Runway 33. Leaving the airway, the Captain is instructed to call Foggia: "Darwin Zero Four Five, contact Foggia Radio."

A few minutes later the wheels kiss the tarmac and the aircraft lands at Foggia ahead of the scheduled arrival time, using 35 degrees of flap and a speed over the threshold (Vref) of 134mph (215kph). Vacating the runway the crew is instructed to taxi towards parking slot number two in front of the airport's air traffic control tower. After the Saab 2000 is parked and its two engines are shut down, the passengers are able to deplane. The authors are given the opportunity to take photographs of 'Zulu Papa' – as well as several taxiing Alidaunia helicopters and, parked nearby, two yellow Air Tractor AT-802F Fire Bosses of the Italian Civil Protection Department, equipped with floats for amphibious operations. After thanking the crew, who have less than an hour to turn the aircraft around before departing again, this time to Turin, the authors head towards the terminal with the rest of the passengers, all of whom have experienced the individual pleasure of flying with Darwin Airline. **W/W**

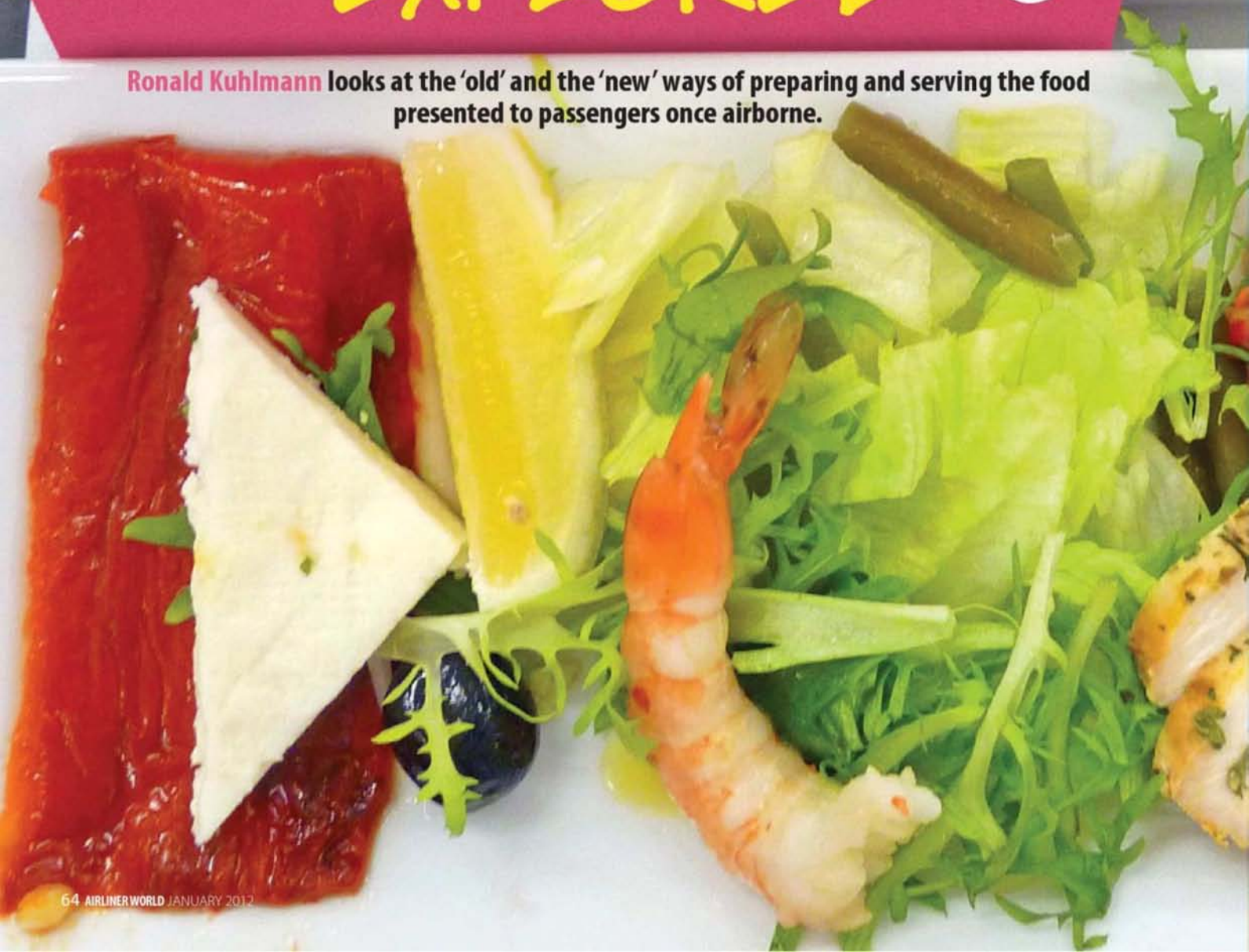
The authors would like to thank Captain Maurizio Merlo (COO), Captain Stefano Buratti (maintenance deputy), Alberto Pezzetti (catering manager) and the Darwin Airlines' PR office for their assistance in producing this article.





Airline Catering EXPLORED

Ronald Kuhlmann looks at the 'old' and the 'new' ways of preparing and serving the food presented to passengers once airborne.





Air passengers who travelled way back in the 20th century have a recollection of something called 'airline food'. It was perhaps better known for its role in late night TV jokes than for its nutritional value, for most it arrived on a plastic tray and was described in generic terms like 'chicken' or 'pasta'. These clues were often helpful to the passengers who, on removing the foil top, found that irrespective of the name, it all looked pretty much alike.

Those travelling in the morning were offered 'breakfast' which often included a small portion of fruit, frequently still half-frozen, and a bread item of dubious quality and equally chilled. While not all of it was inedible, flight attendants recall only a small number of passengers asking for the recipes involved and few of those dining experiences were memorable in a positive sense. And yet, once the airlines took the meals away, many lamented their loss, longing for the diversion and often the challenge of deciding whether or not to give it a try.

Making the 'Fat Cats' fatter

Most major full-service airlines continue to serve meals, and some of the past can still be experienced,

replete with semi-frozen breakfast fruit. However, in most cases, the majority of effort and expense these days is invested on behalf of the high-rollers in the cushy, lie-flat seats in First and Business – and for those folks things are pretty good.

Not only is there new competition in terms of quality and variety, but there is also an increasing trend towards service 'on demand' allowing passengers not only to eat well, but to do so on a schedule which they determine, as touted by Air New Zealand:

Food on Demand

Our Business Premier food and beverage offering can be summed up in one

Above - A Turkish Airlines' Boeing 777 on turnaround at the Bradley Terminal, Los Angeles International Airport.

Above left - Even in Economy on international services, Turkish offers a full breakfast meal.

Left - DO & CO's exquisite presentation highlights its fresh ingredients. This is a domestic Business Class meal.

Appetiser cart in Business Class.

sentence: what you want, when you want it. It's all about a high level of personalised cabin crew service. We'll prepare your steak to your liking... or would you rather a fresh seared snapper fillet with a side of potato wedges and butter beans? We'll get you up and running in the morning with eggs cooked just how you like them and a fresh brew of roasted coffee, or a nice hot cup of tea. And if you get a bit peckish at any time during your flight, you can always fix yourself a tasty snack from the open kitchen.

Airline caterers are differently challenged than in the past. At one time, almost every airline's premium >>



Boeing delivered the first 777-300ER to Turkish Airlines on October 13, 2010. It is the platform for introducing the carrier's new 'Comfort Class' cabin for the first time. (Boeing)



A typical first course for Premium customers.

travellers were treated to a meat dish carved onboard and served with a choice of standard side dishes. Meal service was tasty, elegant and usually included quite predictable components.

But times have changed, and menus in First and Business are frequently multi-paged, multi-lingual brochures that not only reveal the choices but also explain the ingredients, the preparation and the best wine pairing.

Business/First passengers on Continental/United Airlines to Argentina are presented with the following choices for their main course:

MAIN COURSES

The Chef's Selection:

- Grilled pork chop with green peppercorn sauce, shiitake mushroom bread pudding, fresh broccolini and white asparagus
- Osso buco style breast of chicken, served with roasted garlic polenta cake, fresh broccolini and mushroom ragoût
- Cioppino
- Sea bass and lobster accompanied by a savoury shellfish stew topped with fresh green asparagus
- Mini cannelloni pasta bowl
- Artichoke and ricotta cheese filled mini cannelloni served with creamy arugula sauce, mixed sautéed vegetables and grated Parmesan Reggiano cheese

The new tray tables on Turkish Airlines also serve as a rest for portable electronic devices or books.



The company has a detailed map of the airport which tells it where a particular aircraft that needs catering is parked.



Food is transported from the kitchens to the aircraft in refrigerated trucks.



How is it Done?

Serving a multi-course dinner at 30,000ft is a far more complex task than most appreciate. Unlike a restaurant, where ingredients are combined in a specific progression and then given to waiting staff, airline meals are more like puzzles which must be assembled from various components stored in multiple locations.

Most travellers have seen the ubiquitous food and beverage carts that plug the aisles and make movement complicated. In Economy, these are relatively easy to work with as the tray set-ups are complete except for the main course, which is added once the passenger selects a meal. Everything needs to be in its assigned spot to ensure proper service.

However, in the Premium sections, all of those parts are stored in different containers and the location of each item is pre-planned and loaded in a specific spot by the caterer. Each trolley 'belongs' in a designated location and the mousse au chocolat had better be in the right spot, as searching 40-plus containers in flight is not a pleasant option. Most galley storage is also deep enough to accommodate multiple trolleys so that

the first service is in the front at departure. But once used, the rear trolleys exchange positions with those that have been used so that, on arrival, the first are now last.

And, unlike Economy, portions of the various courses can be sited in different locations depending on temperature requirements and/or other criteria. The six dishes that appear on the appetiser cart may have been separately stowed in multiple containers and assembled for serving.

The Flying Chef makes certain that the customer expectations are met or exceeded. And if, mid-flight, the passenger in Seat 3B wishes to have an apple, the crew needs to know exactly where the fruit basket is located in order to meet the request. Need a new knife? Well, that is in yet another spot.

So, next time you are rummaging about in the fridge, searching for that leftover piece of pizza that you know is in there somewhere, spare a bit of appreciation for the finely synchronised performance that almost always provides flawlessly presented meals to dozens of expectant diners two miles above the earth.

And if none of that works, most carriers offer lengthy lists of special menus for those with particular dietary limitations or preferences. Finally, with those high-value customers providing a significant share of the revenue, menus are changed frequently to avoid offering 'Mr Smith' the same caviar-topped Lobster over and over.

DO & CO

So, how does all this come to pass? How are the decisions made and who pulls it all together? To answer that question, *Airline World* went to DO & CO catering in Istanbul to examine how the menus were determined for the new Turkish Airlines' service to Los Angeles. DO & CO is an Austrian-based food company which began with restaurants in Vienna in 1981. In 1987 it moved into the airline catering business by providing the meals for Lauda Air. In

2007, the company partnered 50/50 with Turkish Airlines and created DO & CO Turkey, with facilities at nine airports in the country. In 2010, doubtless to the delight of economy travellers, Turkish won the Skytrax award for the 'World's Best Economy Class Onboard Catering'.

Istanbul - Los Angeles

Los Angeles Airport (LAX) is Turkish's furthest destination, at 6,853 miles (11,026km) about 250 miles (402km) longer than the previous destination of São Paulo in Brazil. The scheduled flying times are 14 hours 15 minutes westbound and an hour shorter flying east. Like the vast majority of trans-Atlantic flights, the outbound is a daylight service with the return from Los Angeles being an overnight flight.

Three cabins mean three catering levels. As such, the flight's catering

Currently 108 chefs from DO & CO supplement the Turkish cabincrew and act as onboard overseers for the meal service.

programme was planned to be in line with the carrier's other ultra-long-haul destinations and would include all the components necessary for such an extended journey. It was also the first new long-haul service inaugurated since the arrival of the airline's new Boeing 777-300s, delivered in Turkish's new configuration of 28 Business, 63 Comfort (Premium Economy) and 246 Economy, thus being the first destination exclusively offering the new seating/catering plan.

First Steps

Since the aircraft needs fresh food in both directions, and through-catering for a 30-hour round-trip is not possible, a Los Angeles-based partner was needed. Turkish Airlines and DO & CO chose the Hacor company in Los Angeles to fill that role and began to establish a partnership with them.

This is a more complex task than might be expected due to the parameters set by DO & CO for its onboard food.

Each trolley 'belongs' in a designated location and the 'mousse au chocolat' had better in the right spot as searching 40-plus containers in flight is not a pleasant option.

The airline's policy is to change menus each week to avoid repetition.



When asked how the company differs from other catering groups, the answer was two words: "we cook". The company's reputation has been built on creating dishes from fresh ingredients with no use of processed or packaged ingredients. As a result, and in order to maintain that quality, partners must have the skill and facilities necessary to do more than just assemble meals.

Once Hacor was selected, the process of aligning them with Turkish DO & CO's processes was started. Recipes were sent to the US, along with chefs and others

who instructed the American staff on the techniques and expectations of both the airline and the caterer. Periodically, Turkish DO & CO staff members are sent to Los Angeles to confirm the quality of the product as well as give additional assistance as needed.

Additionally, catering material was sent to LAX in advance of operations, ensuring that a full complement of stores and material was available well in advance of the first operation. Long before a Turkish aircraft arrived at LAX, the dishes, containers and other stores were carefully tucked away.

Back in Istanbul, DO & CO was also co-ordinating with the carrier to establish both the meal plans and the specific menus that would be used as services began. The airline's policy is to change menus each week to avoid repetition, and the initial presentation for the Los Angeles flight involved three alternative offers for the first four rotations (weeks). Tastings were held and a final menu plan was established.

Other Stuff

As a long-haul flight, TK 9/TK 10 would also be a part of the 'Flying Chefs' programme. Currently 108 chefs from DO & CO supplement the Turkish cabin crew and act as onboard overseers for the meal service. While primarily involved in Business Class, they also work with the crew in both Comfort and Economy to ensure that the food and presentation are in line with established standards. Eventually, the 'Flying Chef' brigade will number about 200 and be a fixture on all long-haul services.



The company's chefs get to travel the world and visit their peers across the globe. (all photos via author unless stated).

DO & CO is also responsible for an ongoing training programme for Turkish Airlines' cabin crew, cycling all staff through a course that makes certain the crew members are well-trained in food preparation and service. This is done both in initial training and then through regular refresher sessions.

A different philosophy

There are many ways in which airlines try to differentiate their menus and catering. Quite a few bring in famous chefs or restaurants and feature their menus and specialities. Others build their menus around national or regional cuisine and use their aircraft to provide "a taste of ...".

And variations abound. Singapore Airlines, for instance, has a group of global chefs that form an International Culinary Panel, advising the airline on its menus and food offerings. Turkish DO & CO has a different view. It concentrates on its tradition of fine results and prefers to employ and train staff into an organisation that has succeeded in creating a quality culture. Its goal is to create a cadre that appreciates the quality



the company represents and then to be innovative members of that established team. Like a successful sports franchise, it wants to produce winning results – not superstars.

And, unlike other companies, the company's chefs get to travel the world and visit their peers across the globe. Like the dishes and catering supplies, the chefs were in Los Angeles long before the first aircraft arrived. This commitment to quality benefits the carrier and its passengers. Not many airlines send a dedicated staff member onboard intercontinental flights to

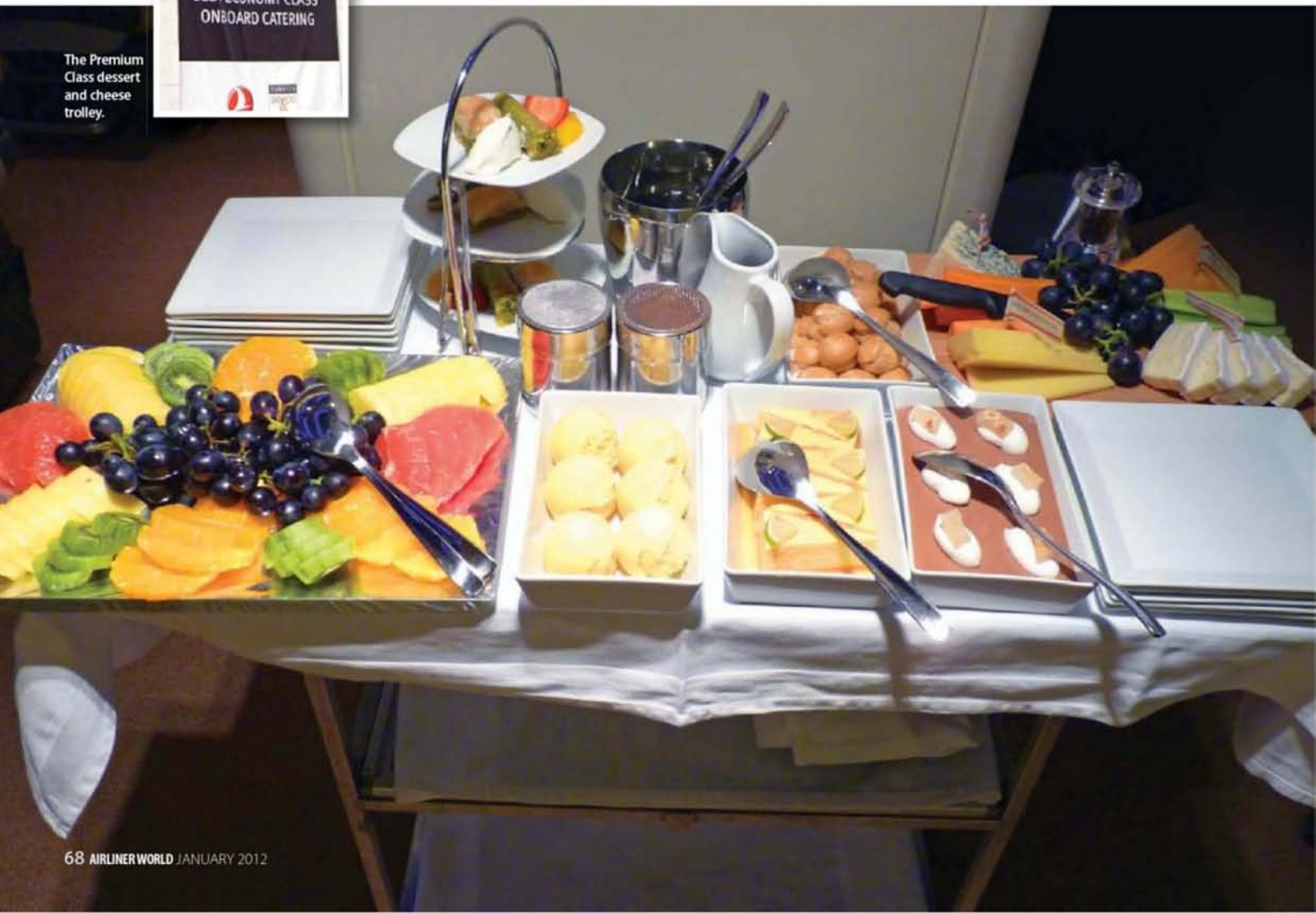
ensure that the food, in every class, is prepared and served as was intended. Unlike many other caterers, DO & CO has actual eyes and ears onboard, hearing the comments and observing passengers as they encounter the food being presented to them.

Dr Temel Kotil, CEO of Turkish Airlines, has extracted a promise from the company that the airline will soon receive awards for not just best Economy catering, but best catering fullstop. And when the food is that good, late-night television comedians have no material for their routines. **WVW**

In 2010, Turkish won the Skytrax award for the 'World's Best Economy Class Onboard Catering'.



The Premium Class dessert and cheese trolley.



The latest training aids available for the aviation professional

Monarch Launches 'Monarch Wings'



This Monarch Airlines' Airbus A300-605R, G-MONS (c/n 556) has just emerged from the paint shop at Manchester, UK. It is the first wide-body in the fleet to appear in the carrier's revised livery. (Nik French)

Monarch Airlines of the UK and pilot training organisation CTC Aviation Group have announced a new partnership to deliver Multi-crew Pilot Licence (MPL) training. Almost one quarter of Monarch's current pilot workforce are graduates of CTC's established cadet training programme, 'CTC Wings'. The

carrier has now selected CTC to exclusively supply all of its future cadet pilots under a newly launched cadet training programme called 'Monarch Wings'. The first MPL course is scheduled to begin in December 2011 and pilots will be ready to begin line flying from spring 2013. In March 2011, Monarch selected eight

CTC Wings' ATPL/IR graduates to join the company. During October 2011 a further eight pre-selected Monarch Wings' pilots began their ATPL/IR training with CTC and the intention is for a further six to train through the Monarch Wings' MPL programme beginning in December 2011.

easyJet Welcomes Graduates

UK low-cost carrier easyJet, has recently welcomed 17 graduates from across six European countries into its European Graduate Programme. Members of the programme spend the first two years fully involved in the business, with graduate opportunities in Operations, Finance, Engineering, IT, Customer, Network, Revenue & Sales, Marketing and HR.

The programme puts graduates in control of their own career path as they learn from industry-leading people and are exposed to business critical projects. Each graduate on the programme is assigned a dedicated mentor who provides business and career advice, and support to build a strong network within the organisation.

Lightening Technical Training

From the beginning of 2012, SR Technics in Switzerland will offer manuals and materials for the majority of its type training courses, and a selection of other longer duration courses, via the iPad. The move will transform the delivery of bulky training manuals into an easy-to-use, portable and more comprehensive learning platform for students. The application allows easy annotation of all documents using notes and highlighting tools. Additional supporting materials, such as incident reports,

images, videos and cockpit voice recordings, can now be incorporated into the course materials. Students will also be able to stay in contact with work through the tablet's email functionality and use Internet searches to enhance their pilot training. All course participants signing up for a relevant training programme in 2012 will be given the option of paper- or electronic-based manuals. The iPad containing the course materials will be delivered directly to the student.

Boeing Expands Training Capability

Boeing and Azerbaijan Airlines (AZAL) have partnered to add an additional flight training capability in Baku, Azerbaijan. The long-term agreement adds the new AZAL Aviation Training Centre to Boeing's global network of flight training campuses. It includes new full-flight simulators for the Boeing 757 and 767, Airbus A320 as well as the ATR turboprop.

"This is a partnership that truly adds value to our customers," said Roel Ganzarski, Chief Customer Officer, Boeing Flight Services. "By making the Baku training campus available to airline customers throughout the region, we can help AZAL lower its operating costs and recoup some of its training infrastructure investment by bringing in revenue-creating customers from around the region." In addition, the partnership means Boeing can offer regional customers a flight training location closer to their home operating base without capital investment and with overall lower training costs.

Transaero

Craig West looks at Russia's second largest carrier as it celebrates its 20th anniversary.

In a lavish event at Moscow's Kazakova Hall on November 5, more than 3,000 guests gathered to celebrate Transaero's 20th anniversary. Among those attending were the carrier's employees, senior management, representatives from the Russian Government and the aviation authority, official business partners, local celebrities and some of the most

active users of the airline's official social networking groups.

Transaero's Chairman of the Board of Directors, Aleksandr Pleshakov, and the airline's CEO Olga Pleshakova addressed the audience: "We're happy to welcome you to our 20th Anniversary. We're very proud of the achievements of our professional team and we're sure we have huge potential for the future."

Below Left • More than 3,000 guests attended the lavish celebrations at Moscow's Kazakova Hall. (All photos Transaero unless otherwise stated)

Below • Guests were entertained by a performance from the Yugoslav musician and composer Goran Bregović.

In the next decade of operations we hope to become a carrier of international acclaim, aiming to provide the best, state-of-the-art product to our passengers. This will be achieved by adding brand-new aircraft to our fleet, including the recently ordered Boeing 747-8 Intercontinental, Airbus A380 and A320neo, refurbishment of our



Below • Transaero is augmenting its Boeing 777-200s with four, stretched -300 series. (Airteamimages.com/4X62K-moni shafir)



at 20



current fleet of jetliners and further development of our partnerships with the world's top airlines. Of course, safety remains our top priority".

Occupying the hall's three floors, guests enjoyed cocktails as they were entertained by a variety of acts before the evening was closed by a performance from the Yugoslav musician and composer Goran Bregović, and 1970's female singing duo Baccara.

Attendees included, from left to right, the airline's Deputy General Director for External Relations Dmitry Stolyarov with spouse; CEO Olga Pleshakova; and Deputy General Director – Flight Georgiy Barinov with spouse.

Enter the Super Jumbo

On October 28, Transaero CEO Olga Pleshakova signed a memorandum of understanding with European manufacturer Airbus for four A380s. The deal, worth an estimated \$1.5 billion, makes the airline the launch customer for the double-decker super jumbo in Russia, the CIS and Eastern Europe. Although Transaero has yet to select an engine supplier for the aircraft, it is anticipated that the A380 will operate from Moscow on the carrier's long-haul, high density routes and will seat around 700 passengers in a three-class layout.

"We are experienced in operating long-range, wide-body aircraft and we are now ready to offer the A380. I am sure the operation of this high capacity jet will stimulate the development of Russia's aviation sector, in particular airports infra-

structure, while our passengers will benefit from a completely new experience on non-stop, long-haul flights," Pleshakova commented.

Christopher Buckley, Airbus' Executive Vice President Europe, Asia and the Pacific, added: "We definitely see market potential for the aircraft in Russia. Passenger traffic in this region is expected to increase at an average rate of 5.6% per year over the next 20 years. We are convinced that the A380 is the best and most eco-efficient aircraft to meet those market requirements."

Total orders for the A380, which first entered service in 2007, stand at 236 from 18 customers; 59 examples are currently operational with seven operators. Delivery of the first aircraft to Transaero is expected to be in the fourth quarter of 2015.

(Photo Airbus)



History

Transaero operated its maiden flight – a charter between Moscow and Tel Aviv using an aircraft leased from Aeroflot – on November 5, 1991.

The carrier, which was the first airline after Aeroflot to gain approval to operate scheduled services in the Soviet

Union, acquired its own aircraft the following year in the shape of Ilyushin Il-86, CCCP-86123, and launched both domestic and international routes. Unusually, as the airline expanded, it added western-built types to its fleet instead of following the more conventional Russian ethos of buying>>

"WE'RE VERY PROUD OF THE ACHIEVEMENTS OF OUR PROFESSIONAL TEAM AND WE'RE SURE WE HAVE HUGE POTENTIAL FOR THE FUTURE."

Olga Pleshakova, Transaero CEO





locally produced aircraft. Transaero continued to model itself around international rather than domestic counterparts by introducing Business Class on its domestic services, applying a flexible system of fares and discounts on tickets and launching a frequent-flyer programme.

By the late 1990s, the carrier was operating a mixed fleet of Boeing 737s, 757s and Douglas DC-10s and had been named by the International Air Transport Association (IATA) as the fastest growing airline in the

world. Despite this success, the Russia financial crisis of 1998, during which the government defaulted on its debt, plunged the commercial aviation sector into crisis. Transaero launched a five-year recovery plan and in 2001 relocated to Moscow's Domodedovo Airport. The carrier, which boasts the best safety record of any Russian-based airline, became the first 747 operator in the country before adding the 767 and 777 wide-body aircraft to its fleet.

Left - Transaero currently operates nine Boeing 777s. (Key Collection)

Above - With more than 25 examples currently in use, the Boeing 737 forms the backbone of the fleet. (Key Collection)

CURRENT FLEET		
Type	Fleet	On Order
Boeing 737-300	2	
Boeing 737-400	5	
Boeing 737-500	13	
Boeing 737-800	7	
Boeing 747-200	4	
Boeing 747-300	4	
Boeing 747-400	14	7
Boeing 767-200ER	3	
Boeing 767-300ER	10	
Boeing 777-200	1	
Boeing 777-200ER	7	
Boeing 777-300	1	3
Tupolev Tu-214	3	7
Total	74	17

"COMBINED WITH IT'S AGGRESSIVE GROWTH, ORDERS FOR THE AIRBUS A380 AND BOEING 747-8I HAVE ALLOWED TRANSAERO TO CONSOLIDATE ITS POSITION AS RUSSIA'S SECOND LARGEST AIRLINE."

The carrier has maintained its high rate of growth, with turnover for the first three quarters of 2011 reaching almost 28.9 billion Roubles (£594.7 million); passenger figures increased by 29% to over 6.5 million.

Pleshakova commented: "I'm delighted that we have reached the record results for the first nine months of the year of our 20th anniversary. The figures indicate steady growth and stable development of our business during the period. It's important that figures increased on both international and domestic routes. We will continue to implement the development strategy that allows us to grow faster than the market does."

Recent orders for the Airbus A320neo, A380 and 747-8 Intercontinental appear to be a major statement of intent for Transaero, whose aggressive growth has allowed it to consolidate its position as Russia's second largest airline. **EW**

Keeping it in the Family

Barely ten days after signing the memorandum of understanding with Airbus for the A380, Transaero also agreed a deal with US-based rival manufacturer Boeing for the 747-8 Intercontinental – the latest variant of the 747 family. While the order is again for an initial four aircraft, it is expected that the Boeing long-haul jet will be fitted out in a 460-seat, four-class configuration. The deal, worth an estimated \$1.3 billion, makes Transaero the launch customer

for the type in Russia. "Our cooperation with Boeing started in 1993 when we became the first airline in the country to fly with Boeing aircraft. In 2005 we became the first operator of 747 in Russia, the CIS and Eastern Europe. The acquisition of the 747-8I is our next step in the ongoing implementation of our fleet developing and modernisation program," Transaero CEO Olga Pleshakova remarked. "We have deep expertise in operating long-haul wide-body

jetliners and we're confident that performing flights with the aircraft on both domestic and international routes will be a success." Marty Bentrott, Boeing's Vice president of Sales for Russia, Central Asia and Middle East, added: "With its selection of the 747-8I, Transaero becomes the first airline in Russia and Eastern Europe to make a purchase decision on the latest passenger model of the 747, an airplane famous for its low operating costs and unparalleled passenger appeal.

We are very proud of our relationship with Transaero – the aircraft will be a perfect fit for its growing fleet and expanding network." The 747-8I is the latest incarnation of the 747 family and incorporates a lengthened fuselage, redesigned wings and more fuel efficient, General Electric GENx-2B engines. Transaero is a long-term customer for the type and currently operates 22 examples, including the -200, -300 and -400 series. (Photo Transaero)





Airliner Deliveries

The latest commercial aircraft deliveries from manufacturers and lessors.

A long way from home! Bhutan Airlines' latest acquisition Pilatus PC-12, A5-BAA was a visitor to Bournemouth, UK in early November.

(Richard Vandervord)

The latest EVA Air Airbus A330-302 F-WWKN/B-16332 (c/n 1268) on a pre-delivery test flight from Toulouse, France.

(Yvan Panas)



AIR ARABIA [G9/ABY]				
A6-ABU	A320-214	4310	ex CN-NMD, ret fr Air Arabia Maroc	ex F-WWIY, dd 29.09.11
A6-ANF	A320-214	4848		

EMIRATES AIRLINE [EK/UA]				
A6-EGF	B777-31HER	38987	dd 20.09.11	

ETIHAD AIRWAYS [EY/ETD]				
A6-ETH	B777-3FEXR	39683	dd 14.09.11	

FLYDUBAI [FZ/FDB 'SKY DUBAI']				
A6-FDV	B737-8KN	40248	ex N1786B, dd 12.09.11	

MAXIMUS AIR CARGO				
A6-SUL	A300B4-622	836	cnvtrtd to A300B4-622R(F) by EADS, dd ex-Dresden 08.09.11	

PRESTIGE JETS [PIR]				
A6-	B737-505	24648	ex N647SR, dd ex-Bournemouth 03.10.11	

RAK AIRWAYS [IM/MIC]				
G-LSAK	B757-23N	27973	ex N517AT, dd 30.09.11, wet lsd fr Jet2	

QATAR AIRWAYS [QR/QTR 'QATARI']				
A7-AHO	A320-232	4810	ex F-WWDL, dd 01.09.11	
A7-BAP	B777-30ZER	38248	dd 13.09.11, named 'Al Qattari'	
A7-BBI	B777-2DZLR	41061	dd 30.09.11, named 'Jaow Alsalami'	

DHL INTERNATIONAL [ES/DHX 'DILMUN']				
A9C-DHD	B757-225(F)	22611	ex N315ST, dd ex-Jacksonville VQQ	

AIR CHINA [CA/CCA]				
B-6792	A321-232	4834	ex D-AVZU, dd 09.09.11	
B-6793	A320-214	4829	ex F-WWIM, dd 27.09.11	

CHINA EASTERN AIRLINES [MU/CE]				
B-6799	A320-214	4711	ex B-501L, dd 02.09.11	
B-6801	A320-214	4722	ex B-502L, dd 28.09.11	
B-6802	A320-214	4729	ex B-5-L, dd 30.09.11	

CHINA SOUTHERN AIRLINES [CZ/CSN]				
B-3146	E190-100LR	00477	ex PT-TOW, dd 27.09.11, lsd fr CDB Leasing	
B-5597	B737-81B	38913	ex N1780B, as N1796B, dd 21.09.11	

B-5598	B737-86J	36877	ex (D-ABZA), dd 26.09.11, lsd fr ICBC Leasing	
B-6785	A320-214	4854	ex D-AUBN, dd 29.09.11, lsd fr GECAS	

HAINAN AIRLINES [HU/CHH]				
B-5611	B737-84P	38145	dd 26.09.11	

HEBEI AIRLINES [HS/DBH]				
B-3040	ERJ 145LR	145317	ex PT-SMI	
B-3041	ERJ 145LR	145349	ex PT-SNP	

B-3042	ERJ 145LR	145352	ex PT-SNR	
B-3043	ERJ 145LR	145377	ex PT-SQB	
B-3045	ERJ 145LR	145470	ex PT-SVP	

LUCKY AIR [BL/LKE]				
B-5449	B737-808	34971	ex B-KXH, dd 31.08.11	

SHENZHEN AIRLINES [4G/CSZ]				
B-5617	B737-87L	39150	dd 21.09.11	
B-6806	A320-232	4845	ex D-AUBF, dd 21.09.11	

SI CHUAN AIRLINES [3U/CSG 'CHUANHANG']				
B-6838	A321-231	4856	ex D-AVZZ, dd 29.09.11	

SPRING AIRLINES [9S/CQH 'AIR SPRING']				
B-6841	A320-214	4816	ex F-WWDX, dd 27.09.11, lsd fr GECAS	

TIANJIN AIRLINES [GS/GCR 'CHINA DRAGON']				
B-3183	E190-100LR	00472	ex PT-TOS, dd 29.09.11	

AIR HONG KONG [LD/AHK]				
B-HUR	B747-444BCF	24976	repainted into basic DHL colours	

CATHAY PACIFIC AIRWAYS [CX/CPA]				
B-KPG	B777-367ER	35300	now lsd fr MCP	

CHINA AIRLINES [CI/CAL 'DYNASTY']				
B-18206	B747-409	29030	in SkyTeam cls	

TRANSASIA AIRLINES [GE/TNA]				
B-22312	A320-232	2914	ex 4R-ABH, dd 09.11, lsd fr PAFCO	



AIR CANADA [AC/ACA]				
C-GHPN	B767-33AER	33424	ex N593HA, dd 04.10.11, lsd fr AWAS	

AIR CANADA EXPRESS [QK/QZA]				
C-GGOF	Dash 8-Q402	4383	dd 26.09.11	

AIR GEORGIAN				
C-GORN	B1900D	UE-403	ex N330DH, reg'd 27.09.11, bf 1900 Delta Holdings Corp	

AIR TRANSAT [TS/TC]				
C-GGTS	A330-243	250	ferried to Ujung Padang 30.09.11 on Hajji lease to Garuda	

C-GITS	A330-243	271	ferried to Ujung Padang 29.30.09.11 on Hajji lease to Garuda	
C-GPTS	A330-243	480	ferried to Ujung Padang 27.28.09.11 on Hajji lease to Garuda	

C-GTSN	A330-243	369	as C-GITS	
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CANADIAN HELICOPTERS LTD				
C-GYNN	AW139	41247	ex N468SM	

CENTRAL MOUNTAIN AIR [9M/GLR 'GLACIER']				
C-FJFW	Dash 8-311	315	ex N315SN	

NAKINA OUTPOST CAMPS & AIR SERVICE				
C-GKAY	Pilatus PC-12	178	reg'd 05.10.11	

PASCAN AVIATION [P6/PSC]				
C-FPSJ	JS3212	957	ex N957AE, reg'd 03.10.11, bf Jetstream Sales LLC	

PROVINCIAL AIRLINES [PB/SBR]				
C-GIMK	DHC-6-300	352	ex N300EH, reg'd 07.10.11, bf Tactical Air Operations	

VIH HELICOPTERS				
C-FIBN	S-61N	61811	ex PT-HBV	

LAN AIRLINES [LA/LAN]				
CC-BAQ	A320-214	4839	ex D-AXAO, dd 14.09.11	
CC-BDA	B767-31GER	40798	dd 27.09.11	

ROYAL AIR MAROC [AT/RAI]				
CN-RGF	B737-86N	36826	dd 16.09.11, lsd fr GECAS	

AEROSUR [SL/RSU]				
CP-2691	B737-3M8	25071	ex N250AG, dd 26.09.11, lsd fr ACG	

HIFLY TRANSPORTES AEREOS [SK/HFY]				
CS-TEI	A310-304	495	ferried to Marrakesh 27.09.11 for Hajji lease to Nas Air	

CS-TEX	A310-304	565	ferried to Jeddah 27.09.11 for Hajji lease to ?	
CS-TFZ	A330-243	1008	ret fr XL Air-ways France, ferried to Banda Aceh 27.09.11 on Hajji lease to Garuda	

CS-TQL	A340-312	133	ex M-YRQG, dd 15.09.11	
CS-TQP	A330-202	211	ex N272LF, dd 15.09.11, lsd fr ILFC	

ORBEST AIRLINES [40/OBS]				
CS-TRI	A330-343	833	ferried to Solo City 27.28.09.11 on Hajji lease to Garuda	

PLUNA [PU/PUA]				
CX-CRL	CRJ900	15273	ex C-GZQL, dd 16.09.11	

AIR BERLIN [AB/BER]				
D-ABKY	B737-86J	36886	dd 21.09.11	
(D-ABZA)	B737-86J	36877	dd 26.09.11, lsd fr ICBC Leasing on delivery	

EUROPEAN AIR TRANSPORT LEIPZIG [QV/BCS 'EUROTRANS']				
N2670	A300B4-622R	670	ex JA8561	
N2683	A300B4-622R	683	ex JA8563	

EUROWINGS [EW/EWG]				
D-ACNU	CRJ900	15267	named 'Uetersen'	

GERMAN SKY AIRLINES [GHY]				
D-AGSB	B737-883	30194	ex TC-SKU, sub-ld fr Sky Airlines	

LUFTHANSA [LH/DLH]				
D-AIBG	A319-112	4841	ex D-AVWE, dd 19.09.11	

AIR PULLMANTUR [EB/PLM]				
EC-KQC	B747-412	26549	ferried to Jakarta CGK 28.09.11 on Hajji lease to Garuda	

EC-KSM	B747-412	27178	as EC-KQC	
EC-KXN	B747-406	25703	ferried to Medan 27.09.11 on Hajji lease to Garuda	

ORBEST ORIZONIA [TY/IWD]				
EC-LEQ	A330-343	1097	ferried to Solo City 26.27.09.11 for Hajji lease to Garuda	

SWIFTAIR [7J/SWT 'SWIFT']				
EC-LEY	MD-83	53182	ret fr Gryphon Airlines	

VUELING [VY/VLG]				
EC-HKN	A320-216	3203	st ALC 10.11 & lsd back	
EC-LOB	A320-214	4849	ex D-AUBJ, dd 29.09.11, lsd fr BOC, named 'Vueling Europe'	

AER ARRAN [RE/REA]				
EI-SLN	ATR 72-212	405	re-painted into Aer Lingus Regional cls, named 'St Cormac/Comac'	

RYANAIR [FR/RZR]				
EI-ESL	B737-8AS	34988	ex N7235C, dd 26.09.11	
EI-ESM	B737-8AS	34992	ex N441BA, dd 26.09.11	

EI-ESN	B737-8AS	34991	ex N742BA, dd 27.09.11	
EI-ESD	B737-8AS	34989	ex N734BA, dd 29.09.11	
EI-ESP	B737-8AS	34990	ex N751BA, dd 29.09.11, (all st Avolon & lsd back) on delivery	

ARMAVIA [U8/RNV]				
EK32008	A320-211	0229	ferried Dinard - Yerevan 10.09.11 for rts after storage	

MAHAN AIR				
UR-CJJ	BAe 146-300	E3165	ex G-BSNR, dd 09.11, lsd fr LIM Air	

AVIA TRAFFIC [Z7/AVJ 'ATOMIC']				
EX-	B737-3Y0	24681	ex N554MS, dd ex-Bournemouth 10.09.11, lsd fr Aerovista	

SOMON AIR [4J/SMR]				
P4-TAJ	B737-93YER	40888	dd 26.09.11	

AIR FRANCE [AF/AFR]				
F-HINBI	A320-214	4820	ex F-WWIC, 05.09.11, dd 23.09.11, st Avolon & lsd back	

BRIT AIR [DB/BZH]				
F-HMLK	CRJ1000	19016	ex C-GZQA, dd 20.09.11	

BLUE ISLANDS [SI/BICI]				
G-FARA	JS3102	740	ex LN-FAM, dd 09.11, lsd fr Spitfire Investments	

CHC SCOTIA				
G-SNSB	Agusta AW139	31295	ex PH-EUD, reg'd 07.10.11	

Key to Abbreviations

a/c	aircraft
als	airlines
awys	airways
bf	bought from
b/u	broken up/scrapped
canx	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvtrtd	converted
dbf	destroyed by fire
dbf	damaged beyond repair



We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin.)

EASYJET [U2/EZY]			
G-EZGR	A319-111	4837	ex D-AVWD, dd 09.09.11, last A319 delivery
MONARCH AIRLINES [ZB/MON]			
G-EOHA	A330-243	265	ferried to Palembang 29.09.11 on Hajj lease to Garuda
G-OZBE	A321-231	1707	st CIT 09.11 & lsd back
G-OZBF	A321-231	1763	as G-OZBE
G-OZBI	A321-231	2234	as G-OZBE
THOMAS COOK AIRLINES [MT/TCK/KESTREL]			
EC-LBC	B757-28A	26276	ret to Mint Airways 23.09.11 after lease
G-MDBD	A330-243	266	ferried to Bahrain 30.09.11 for Hajj lease to Garuda
G-OJMC	A330-243	456	now lsd fr ALC
G-OMYT	A330-243	301	ferried to Bahrain 29.09.11 on Hajj lease to Garuda
TITAN AIRWAYS [ZT/ABC/ZAP]			
G-ZAPW	B737-3L9QC	24219	now lsd fr Aircraft 24219 LLC
AIRES COLOMBIA [4C/ARE]			
HK-4694	B737-708	30687	repainted into LAN Airlines colours 09.11
HK-4726	Dash 8-Q402	4119	as HK-4694
AVIANCA - AEROLIAS NACIONALES DE COLOMBIA [AV/AVA]			
N821AV	A320-214	4821	ex F-WWIF, dd 30.09.11
N969AV	A330-243	1016	st ALC & lsd back
KOREAN AIR [KE/KAL]			
HL7560	B737-8B5	29981	in SkyTeam cls
HL7614	A380-861	068	ex F-WWSJ, dd 07.09.11
COPA AIRLINES [CM/CMP]			
HP-172ZMP	B737-8V3	38100	dd 01.09.11, lsd fr ACG
HP-1723CMP	B737-8V3	37959	ex N1787B, dd 22.09.11, lsd fr BOC
ISLENA AIRLINES [WC/ISV]			
HR-AXA	ATR 42-320	337	ex D-BZZV, dd 16.08.11, lsd fr NAC
JET ASIA AIRWAYS [JAA]			
HS-JAD	B767-246	23214	lsd fr Dynamic JetLease LLC (see last month)
ORIENT THAI AIRLINES [OX/OEA]			
HS-STA	B747-422	26876	dd 05.10.11 ex-Bangkok on Hajj lease to Saudi Arabian
THAI AIRASIA [FD/AIQ]			
HS-ABU	A320-216	4807	ex F-WWBM, dd 01.09.11, lsd fr AirAsia
THAI AVIATION SERVICES			
HS-	S-76C++	760691	ex C-FRSA, dd 05.10.11, lsd fr CHC Global
SAUDI ARABIAN AIRLINES [SV/SVA]			
HZ-AS45	A320-214	4823	ex F-WWIL, dd 30.09.11, lsd fr GECAS

AIR ITALY [I9/AEY]			
I-AIGG	B767-304ER	28041	ferried to Jeddah 24.09.11 for Hajj lease to Saudi Arabian Airlines
I-AIGI	B767-238ER	23974	as I-AIGG
I-AIGJ	B767-304ER	28039	ferried to Jeddah 23.09.11 for Hajj lease to Saudi Arabian Airlines
ALITALIA [AZ/AZA]			
EI-EJG	A330-202	1123	sb Airbus Financial to Intrepid Aviation 09.11 & lsd back to Alitalia as EI-EJG
EI-EJH	A330-202	1135	ex F-WWKP, dd 15.08.11, lsd fr ALC, named 'Giotto'
EI-EJK	A330-202	1252	ex PT-TPD, dd 26.09.11, lsd fr ALC, named 'Parco Nazionale del Gran Paradiso'
EI-RDA	E170-200	00330	ex PT-TPD, dd 26.09.11, lsd fr ALC, named 'Parco Nazionale del Vesuvio'
EI-RNA	E190-100LR	00470	ex PT-TPQ, dd 24.09.11, lsd fr ALC, named 'Parco Nazionale del Vesuvio'
EI-RNB	E190-100LR	00479	ex PT-TPC, dd 07.10.11, lsd fr ALC, named 'Parco Nazionale del Pollino'
ANA ALL NIPPON AIRWAYS [NH/ANA]			
JA801A	B787-881	34488	ex N1008S, dd 25.09.11
ROYAL JORDANIAN AIRLINES [RJ/RJA]			
JY-AYR	A320-232	4817	ex F-WWIA, dd 21.09.11, lsd fr AWAS, named 'Amman'
BRISTOW NORWAY A/S			
LN-ONA	S-92A	920144	ex N1016R, reg'd 09.09.11
LN-ONB	S-92A	920145	ex N145MH, reg'd 09.09.11
CHC NORWAY A/S [LS/HKS 'HELIBUS']			
LN-ONN	S-92A	920057	ex VH-LYJ
NORWEGIAN AIR SHUTTLE [DY/NAX 'NOR SHUTTLE']			
LN-DYV	B737-8JP	39009	dd 29.09.11, tail motif 'Elsa Beskow - Swedish author'
ABX AIR [GB/ABX 'ABEX']			
N788AX	B767-281	23021	cnvrt'd to B767-281(F) by IAL/Bedek, dd ex-Tel Aviv 04.10.11
AMERICAN AIRLINES [AA/AAL]			
N872NN	B737-823	33219	st AerCap on dely & lsd back
N873NN	B737-823	40766	dd 20.09.11
N874NN	B737-823	31129	ex N1786B, dd 09.09.11, st AerCap & lsd back
N875NN	B737-823	33220	dd 29.09.11
ATLAS AIR [SY/GTI 'GIANT']			
N287AS	B747-446	24784	ex JA8077, bf AerSale 22.09.11, ferried Roswell - Hong Kong 22-23.09.11, to be rr N465MC
N349AS	B747-446	26341	rr N464MC
CARSON HELICOPTERS			

N457ES	S-61N	61476	ex G-AYOY
N457FC	S-61N	61825	ex G-BHOG
DELTA AIR LINES [DL/DAL]			
N6716C	B757-232	30838	named 'Rev Dr Joseph Lowery'
N930DN	MD-90-30	53458	ferried Marana - Atlanta 02.09.11 for painting
N958DN	MD-90-30	53528	ferried Marana - Atlanta 16.09.11 for painting
N960DN	MD-90-30	53530	ex B-2260
ERA HELICOPTERS			
N811TA	Agusta AW139	41269	reg'd 26.08.11
EVERGREEN HELICOPTERS			
N166YV	B1900D	UE-166	rr N104EV
N827MS	Bell 212	31205	ex 9Y-DMS, ret off lease
N16974	Bell 212	30886	ex 9Y-DPB, ret off lease
EVERTS AIR CARGO [3Z/VTS]			
N932AX	DC-9-33CF	47465	rr N932CE
FEDEX EXPRESS [FX/FDX 'EXPRESS']			
N247SS	B757-236	24772	rr N940FD
N522NA	B757-236	25133	rr N959FD
N592SH	B757-231	28480	rr N989FD
N802PG	B757-218	24774	rr N957FD
N950FD	B757-236	25806	cnvrt'd to B757-236(F) by SASCO, dd ex-Singapore
N858FD	B777-F52	37729	named 'Gina'
N880FD	B777-F28	32967	named 'Desiree'
N892FD	B777-F52	38707	dd 12.09.11, named 'Bella-Skye'
N993FX	Ce 208B	2289	dd 02.09.11
JETBLUE AIRWAYS [B6/JBU]			
N337JB	E190-100AR	00473	ex PT-TOU, dd 20.09.11
LYNDEN AIR CARGO [L2/LYC]			
N406LC	L382G	4676	rr P2-LAC to be op for Airlines PNG
MIAMI AIR INTERNATIONAL [LL/BSK 'BISCAYNE']			
N739MA	B737-8Q8	30670	ret fr Arkefly
NORTH STAR AIR CARGO [SBX 'SKY BOX']			
N50DA	SC7 Skyvan	SH1852	ex G-AVVM
N114LH	SC7 Skyvan	SH1926	ex PK-TRR
N549WB	SC7 Skyvan	SH1911	
N754BD	SC7 Skyvan	SH1907	ex G-BKMD
OMNI AIR INTERNATIONAL [OY/OAE 'OMNI EXPRESS']			
N671S7	B767-224ER	300436	
PRIORITY AIR CHARTER			
N145RD	DC-3 Turbo	20175	rr N467KS
SHUTTLE AMERICA [SS/TCF 'MERCURY']			
N810MD	E170-100SU	00026	ex PT-SKT, dd 12.09.11, lsd fr Republic
N815MD	E170-100SU	00034	ex PT-SUD, dd 02.09.11, lsd fr Republic
SKY KING [SK/SGB 'SONGBIRD']			
N464AT	B737-2L9	21278	purch off lease 17.08.11
SKYWEST AIRLINES [OO/SKW]			
N487CA	CRJ200	7670	ex C-FMMW, dd 09.09.11, lsd fr Comair
N487CA	CRJ200	7729	ex C-FMMQ, dd 09.09.11, lsd fr Comair
SOUTHWEST AIRLINES [WN/SWA]			
N550WN	B737-76Q	30279	now lsd fr ALC
N965WN	B737-7H4	36677	dd 14.09.11
N966WN	B737-7H4	36966	dd 27.09.11
US AIRWAYS [US/AWE 'CACTUS']			
N543UW	A321-231	4843	ex D-AVZW, dd 22.09.11
N544UW	A321-231	4847	ex D-AVZX, dd 23.09.11
N545UW	A321-231	4850	ex D-AVZY, dd 29.09.11
VIRGIN AMERICA [VX/VRD 'REDWOOD']			
N843VA	A320-214	4814	ex F-WWDR, dd 29.09.11, lsd fr Jackson Square
N844VA	A320-214	4851	ex F-WWBB, dd 30.09.11, lsd fr RBS
COYTAR PERU			
OB-1972-P	Bell 212	30639	ex EC-HFX
OB-1973-P	Bell 212	30759	ex EC-GXG
FLYBE NORDIC [FC/FCM 'FINNCOM']			
OH-ATH	ATR 72-212A	959	ex F-WWEL, dd 23.09.11

The first Thomas Cook Boeing 757-200, C-GJZK (c/n 30757) to actually wear (small) Jazz titles for the winter lease to Canada at Manchester in November. Previous leases have not had titles on the aircraft. (Nik French)



At the end of October, British Airways' latest Boeing 777-36NER, G-STBC (c/n 38287) left Cardiff, Wales for London/Heathrow after final outfitting. (Phil Woods)



Airliner Deliveries

At the end of October, Embraer 175STD, EI-RDA (c/n 0330) transited through London/Stansted on delivery to Alitalia. (Darren Smith)



Freight carrier Cargolux has received its second Boeing 747-8RF, LX-VCD (c/n 35809). Following initial delivery, it carried out crew training flights from Luxembourg to Frankfurt/Hahn and then Maastricht before entering full service. (Rainer Bexten)



Key to Abbreviations

a/c	aircraft
als	airlines
awys	airways
bf	bought from
b/u	broken up/scrapped
canc	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvrt	converted
dbf	destroyed by fire
dbf	damaged beyond repair
dd	delivery date
ex	previous reg'n
ft	first flight
frtr	freighter
lrf	last revenue flight
lrd	leased from
lrd	leased to
msn	see cn
ntu	not taken up
oo	on order
op	operated
pax	passenger
pwfu	permanently withdrawn from use
reg'd	registered
reg'n	registration
ret fr	returned from
ret to	returned to
rr	re-registered
rts	return to service
sb	sold by
scr	scrapped/broken up
st	sold to
std	stored
tba	to be advised
unk	unknown
wfu	withdrawn from
use	
w/o	written off/destroyed

Thanks to Dave Richardson and LAASI Aviation for the above

SAMAI				
OM-SAA	B737-476	24439	ex N249SY, dd 04.10.11	
TNT AIRWAYS [3V/TAY 'QUALITY']				
N7785A	B777-FHT	39286	dd 28.09.11, lsd fr Guggenheim, sub-ld to Southern Air & wet lsd back	

KLM ROYAL DUTCH AIRLINES [KL/KLM]				
PH-BGT	B737-7K2	38634	dd 06.09.11, named 'Zanglijster/Thrush'	
PH-BGU	B737-7K2	39257	ex N1786B, dd 28.09.11, named 'Koekeek/Cuckoo'	

BATAVIA [Y6/BTV]				
PK-YVH	A320-232	0710	ex B-2401, dd 05.01.10, lsd fr CIT	
GARUDA INDONESIA [GA/GIA]				
PK-GFQ	B737-81D	39416	dd 19.09.11	
PK-GLD	A320-233	0839	ex HA-LPA, dd 09.11, lsd fr AerCap, op by Garuda Citylink	

LION AIR [JT/LNI 'LION INTER']				
PK-LHW	B737-9GPER	38302	dd 06.09.11	
PK-LHY	B737-9GPER	37285	dd 15.09.11	

SRIWIJAYA AIR [SJ/SJY]				
PK-GGV	B737-308	26293	ex N318FL, dd 08.11, lsd fr ILFC	
SUSI AIR [SQS 'SKY QUEEN']				
PK-BVN	Ce 208B	2258	ex N258CC, dd 28.09.11	
PK-BVQ	Ce 208B	2225	ex N10225	

AZUL LINHAS AEREAS BRASILEIRAS [AD/AZU]				
PR-AYV	E190-200AR	00449	dd 09.11, named 'Azul Brasil'	
PR-AYW	E190-200AR	00458	dd 09.11, named 'Vento Azul'	
GOL TRANSPORTES AEREOS [G3/GLO]				
PR-GGZ	B737-8EH	37600	ex PH-GGZ, ret fr	

TRANSALIA LEASE				
PR-GIE	B737-8BK	33027	now lsd fr ALC	
PR-GUK	B737-8EH	35852	dd 01.09.11	
TRIP Linhas Aereas [T4/TIB]				
PP-PIP	E190-100LR	00460	dd 08.11, lsd fr ALC	
PR-TKH	ATR 42-500	584	ex D-BQQQ, dd 24.09.11, lsd fr Contactair	

TRAVEL AIR				
P2-TAE	Fokker 50	20202	ex PH-FZG	
P2-TAF	Fokker 50	20192	ex PH-LMT	
P2-TAG	Fokker 50	20177	ex PH-FZD, dd 11.10.11	
P2-	Fokker 50	20122	ex PH-FZF, dd 07.10.11	

FLY ARUBA				
N407BV	A320-212	0407	ex A9C-ER, dd 12.09.11, to be rr P4-FAA	

AEROFLOT RUSSIAN AIRLINES [SU/AFI]				
VQ-BKU	A320-214	4835	ex D-AXAN, dd 13.09.11, lsd fr BOC, named 'A Nikolaev'	

NORDSTAR [Y7/TYA 'TAIMYR']				
VP-BKQ	ATR 42-500	839	ex F-WWLE, dd 19.05.11	

REGION-AVIA [RK]				
VQ-BBY	Emb 120ER	120265	ex N285AS	
VQ-BCL	Emb 120ER	120304	ex N227SW	

RUSLINE [7R/RLU]				
VQ-BBX	Emb 120ER	120205	ex N205CA	
VQ-BBC	Emb 120ER	120231	ex N280AS	
VQ-BNA	CRJ100	7473	ex N435CA, dd 21.09.11	

SEVERSTAL AIRCOMPANY [DZ/SSF]				
RA-67229	CRJ200	7403	ex D-ACHO, dd ex-CGN 09.11.11	

SKY EXPRESS [XW/SXR 'SKYSTORM']				
VQ-BLY	A319-111	2224	ex G-EZEK, dd 28.09.11	

TRANSERO AIRLINES [UN/TSO]				
N747WV	B747-412	28028	ex 9V-SPO	
N747ZA	B747-444	29119	ex ZS-SAZ	
N917UN	B747-446	29899	rr EI-XLG, dd ex-Melbourne MLB 30.09.11	

UTAIR AVIATION [UT/UTA 'TJUMAVI']				
VQ-BJJ	B737-8AS	29936	ex VQ-BDU, dd 14.09.11	
VQ-BJT	B737-524	28900	ex N14639, dd 15.09.11, lsd fr BLF Ltd	
VQ-BLC	ATR 72-212A	942	dd 16.05.11	

VQ-BLD	ATR 72-212A	945	dd 16.05.11	
VQ-BLE	ATR 72-212A	950	dd 26.05.11	
VQ-BLF	ATR 72-212A	951	dd 31.05.11	
VQ-BLG	ATR 72-212A	952	dd 21.06.11	
VQ-BLH	ATR 72-212A	953	dd 24.06.11	

CEBU PACIFIC AIR [SJ/CEB]				
RP-C3264	A320-214	4852	ex D-AUBM, dd 29.09.11	

GOLDEN AIR [DC/GAO]				
SE-KTN	Saab 340B	230	ex OK-CCN	
SAS SCANDINAVIAN AIRLINES [SK/SAS]				
SE-DMK	MD-87	53337	ret fr City Airline	

SOUTHERN STAR AIRLINES				
5Y-BZI	Dash 8-102	105	ex 9Q-CWP, dd 01.09.11, lsd fr ALS	

ALMASRIA UNIVERSAL AIRLINES [UJ/LMU]				
SU-TCC	A321-211	0666	ex EI-ESL, dd 06.10.11, lsd fr ILFC	

AEAEAN AIRLINES [A3/AEE]				
LZ-MDA	A320-232	2732	ex F-WWBA, dd 05.11, sub-ld fr Air Via	

ATLASJET AIRLINES [KK/KKK]				
TC-ATE	A321-211	0675	ex F-WTAX, dd 26.09.11	
TC-ETL	A330-223	364	ferried to Jeddah 26.09.11 on Hajj lease to Saudi Arabian Airlines	

ONUR AIR [BQ/OHY]				
TC-ODC	A330-322	087	ferried to Jeddah 23.09.11 on Hajj lease to Saudi Arabian Airlines	

TURKISH AIRLINES [TK/THY]				
TC-JLV	A319-132	4755	named 'Sapanca'	
TC-JJP	B777-3FZER	40797	ex N1794B, dd 22.09.11, named 'Ankara'	

TC-JRR	A321-231	4698	named 'Emirgan'	
TC-JRR	A321-231	4706	named 'Urgup'	
TC-JRS	A321-231	4761	named 'Dutca'	
TC-JRT	A321-231	4779	named 'Alacati'	

AIR ATLANTA ICELANDIC [CC/ABD]				
TF-AMZ	B747-446	24423	ex N344AS, dd 03.10.11, lsd fr AerSale	

BUSINESS AVIATION CANTER				
UR-ARO	Saab 340B	276	ex SE-KTK, dd 05.08.11, lsd fr Erik Thun, titles show IBEsky	

SOUTH AIRLINES [Yg/OTL]				
UR-IMF	Saab 340B	163	ex 4L-EUL, dd 17.09.11	

UM AIR [UKM]				
UR-CJJ	BaE 146-300	E3165	ex G-BSNR, dd 04.11, lsd to Mahan Air	

UTAIR AVIATION [UT/UTA 'TJUMAVI']				
VP-BCF	ATR 42-300	068	rr UR-UTD	

AD ASTRAL AVIATION SERVICES				
VH-VOA	B1900C	UB-62	ex ZS-NAV, reg'd 04.10.11, lsd fr Awesome Aviation	

BRINDABELLA AIRLINES [FQ]				
VH-SEF	SA227-AC	AC-641	st Commonwealth Bank of Australia 31.08.11 & lsd back	
VH-TAH	JS 4104	41084	as VH-SEF	
VH-TAI	JS 4104	41082	as VH-SEF	

JETSTAR AIRWAYS [JQ/JST]				
VH-EBR	A330-202	1251	ex F-WWKK, dd 28.09.11, lsd fr CIT	

QANTAS AIRWAYS [QF/QFA]				
VH-OEE	B747-438ER	32909	named 'Nullarbor'	
VH-OEI	B747-438ER	32913	named 'Ceduna'	
VH-VZS	B737-838	39358	dd 12.09.11, named 'Tamworth'	

INDIGO [6E/IGO 'IFLY']				
VT-IEJ	A320-232	4818	ex D-AXAK, dd 12.09.11	
Jet Airways [9W/JAI]				
VT-JBU	B737-86N	36825	dd 12.09.11, lsd fr GECAS	

GOAIR				
VT-WAO	A320-214	3933	ex EC-LAQ, dd 03.10.11, sub-ld fr Orbest	

SPIRITJET [SG/SEJ]				
VT-SUB	Dash 8-Q402	4374	named 'Heeng'	

AIR NAMIBIA [SW/NMB]				
V5-ANK	A319-112	3586	ex D-ABGL, dd 01.10.11, lsd fr MDAC	

VOLARIS [Y4/VOI]				
N474TA	A319-132	1159	named 'Christian'	
N506VL	A320-233	4828	ex F-WWII, dd 29.09.11	
N507VL	A320-233	4832	ex D-AXAM, dd 08.09.11	
XA-VOI	A319-132	2997	named 'Carlos'	
XA-VOI	A319-132	2657	named 'Luis Miguel'	
XA-VOO	A319-133	3705	named 'Oscar'	

AIR KANBAWZA				
XY-AIW	ATR 72-212A	582	ex EC-HEZ	

SMARTLYNX AIRLINES [6Y/ART]				
YL-LCC	A320-211	0310	ret fr Travel Service lease, ferried to RKT 03.10.11 on Hajj lease to Nas Air	

GRYPHON AIRLINES [6P/VOS 'ROVOS']				
ZS-SUH	MD-82	49325	ex N33414, dd 27.09.11, lsd fr Star Air Group	

SANTACO AIRLINES				
ZS-SSZ	B737-219	23470	ex N470CC, dd 16.09.11, lsd fr Star Air Cargo	

SOLENTA AVIATION				
ZS-XCD	ATR 42-300(F)	228	ex N422WA	

SOUTH AFRICAN AIRWAYS [SA/SAA 'SPRINGBOK']				
ZS-SXV	A330-243	1249	ex F-WWYH, dd 06.09.11, lsd fr Aircastle	

STARS AWAY AVIATION				
ZS-YDB	DC-8-62AF	46162	ex 9G-AED	

VELVET SKY				
ZS-GAR	DC-9-32	47798	ex 3D-MRU, dd 09.11, lsd fr Global Aviation	

AZERBAIJAN AIRLINES [J2/AHY 'AZAL']				
4K-AZ82	B767-32LER	41063		

4K-AZ82	B767-32LER	41063	
SILK WAY AIRLINES [ZP/AZQ 'SILK LINE']			
4K-SW888	B747-4R7F	29730	ex LX-NCV, dd 28.09.11,

We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin.)

AIR MADAGASCAR [MO/MDG]				
CS-TFM	B777-212ER	28513	ex 9V-SRA, dd 18.09.11, wet lsd fr EuroAtlantic	
AIRKENYA AVIATION				
SY-BYO	Ce 208B	0443	ex 5H-REG	
TASSILI AIRLINES [SF/DTH]				
7T-VCD	B737-82Q	40887	dd 28.09.11, named 'Assekrem'	
FLY540.COM				
9G-FLY	ATR 72-212A	949	ex F-WWEB, dd 14.09.11	
MERIDIAN AIRWAYS				
9G-AXA	DC-8-63(F)	46113	dep Ostend 15.09.11 after storage	
AIRASIA [AK/AM 'ASIAN EXPRESS']				
HS-ABU	A320-216	4807	ex F-WWBM, dd 01.09.11, lsd to Thai AirAsia	
MALAYSIA AIRLINES [MH/MAS]				
9M-MLK	B737-8FZ	39321	dd 21.09.11, lsd fr BBAM	
9M-MUA	A330-223F	1136	ex F-WWYD, dd 14.09.11	
CAA - COMPAGNIE AFRICAINE D'AVIATION [E9]				
9Q-	A320-211	0342	ex N342DK, dd 09.11, bf AAR	
9Q-	Fokker 100	11493	ex PH-ABW, dd 26.09.11	
ITAB				
9Q-CAP	Short 360	SH3612	ex YN-CGG	
SINGAPORE AIRLINES [SQ/SIA]				
9V-SKM	A380-841	065	ex F-WWSM, dd 29.09.11	
9V-SKN	A380-841	071	ex F-WWSX, dd 14.09.11	
SINGAPORE AIRLINES CARGO [SQ/SQ-C]				
9V-SCB	B747-412BCF	26554	ex 9V-SPE	
TIGER AIRWAYS [TR/TGW 'STRIPE']				
9V-TAX	A320-232	4812	ex F-WWDL, dd 22.09.11	
CARIBBEAN AIRLINES [BW/BWA]				
9Y-JMC	B737-808	28252	named 'Spirit of Negril'	
9Y-JMF	B737-808	30730	named 'Spirit of Negril'	
LEASING COMPANIES				
AIRCRAFT				
PK-MDZ	B737-408	26280	ret fr Merpati, rr N129AC	
ACG - AVIATION CAPITAL GROUP				
XA-UAH	A320-231	0447	rr N447AG	
BOC AVIATION				
9M-MQC	B737-4H6	26460	ret fr Malaysia Airlines, rr N829AR	
GE CAS - GE COMMERCIAL AVIATION SERVICES				
PK-GZN	B737-4M0	29209	ret fr Garuda, rr OE-IAS	
PK-LGF	B737-96NER	35223	ret fr Lion Air, rr N313MS	
PK-LGG	B737-96NER	35225	ret fr Lion Air, rr N323MS	
TS-ING	A320-214	4347	ret fr Nouvelair Tunisie, rr OE-IBB	
B-2687	B737-36N	28555	ret fr Shenzhen Airlines, rr N325MS	
B-7698	CRJ200	7247	ret fr Shanghai Airlines, rr N335MS	
OE-IAP	B737-4M0	29206	cnvtd to B737-4M0(F) by STAECO	
OE-IAQ	B737-4M0	29207	as OE-IAP	

ILFC - INTERNATIONAL LEASE FINANCE CORP				
N851LF	A321-211	0666	rr EI-ESI	
MACQUARIE AIRFINANCE				
F-WCDH	A320-212	0234	lsd to Crystal Thai Airlines ntu, ex Snecma 03.10.11, rr F-HGNT	
NAC - NORDIC AVIATION CAPITAL/CONTRACTOR				
B-3022	ATR 72-212A	521	bf China Southern	
JAB01K	Dash 8-314	565	bf All Nippon, rr OY-EDK	
N150NA	ATR 72-212A	552	ex B-3026	
N155NK	ATR 72-212A	555	ex B-3027	
OY-EDL	ATR 42-500	571	ex VH-UYJ of Macair Airlines	
AP-BIW	B737-387	23700	ret fr Vision Air International	
B-3022	ATR 72-212A	521	rr N521NA	
MANUFACTURERS				
AIRBUS SAS				
556	ACJ320-214	4795	ex F-WWIE, dd 17.08.11 to Royal Oman Air Force	
VQ-BVQ	ACJ319-133	4842	ex D-AVWI, dd 29.09.11	
EC-332	A330-243	1250	ex F-WWYD, dd 27.09.11 to MTAD, for UAE Air Force after MRTT conversion	
F-WHUD	ACJ318-112	4211	ferried Tulsa - Montpellier 29.30.08.11 after cabin outfitting	
D-AUAB	ACJ318-112	4732	rr F-WHUK, ferried Hamburg - Tulsa 26.08.11 for outfitting	
EC-336	A330-203	1036	cnvtd to A330-203 MRTT (MRTT004), ferried to Paris ORY 28.08.11 for painting, for RAAF as A39-004	
EC-331	A330-243	1248	ex F-WWYE, dd 25.08.11 to MTAD, for Royal Air Force after MRTT conversion	
BOEING				
N349BA	B737-73Q	30789	rr N377CJ	
N450BJ	B737-7JY	38854	ex N1787B, dd 02.08.11 to Boeing Business Jets	
N319CM	B767-33BER	24407	cnvtd to B767-33BER(F) by IAL, dd ex-Tel Aviv 12.08.11	
UP-B6701	B767-2DXER	32954	st Comlux, rr P4-CLA, ferried Indianapolis - Zurich	
M-ETIS	B727-2X8	22684	rr M-STAR	
N745TP	B737-31L	27345	arrived Johannesburg 09.09.11 as 27345	
N346TP	B737-31L	27346	dd 28.09.11 to Boeing, for Indian Navy as P-8I, IN320 will become 168428 with USN	
N393DS	B737-8FV	40610		
N392DS	B737-8FV	40808		
BRITISH AEROSPACE				
G-UYS	JS 3102	715	exported to Ivory Coast, reg'n cnx 30.09.11	
CANADAIR				
SS-AAH	CRJ100	7032	rr C-GMGY	
D-ATRI	Challenger 850	8081	rr G-RADY to TAG Aviation	
A6-BNH	Challenger 850	8069	st Elytra Charter 08.11, rr D-AJOY	
CASA				
N966BW	Casa 212-200	283	rr N604AR	
DE HAVILLAND CANADA/VIKING AIR				
N446YV	Dash 8-202	446	st Air Iceland 16.06.11, exported to Canada, reg'n cnx 27.06.11, rr C-GLSG	

N801VA	Dash 8-202	494	rr N8200H	
C-GKOL	Dash 8-0402	4382	reg'd 11.08.11	
C-GGOF	Dash 8-0402	4383	reg'd 11.08.11	
C-GGNZ	Dash 8-0402	4384	reg'd 11.08.11	
C-GKVD	Dash 8-0402	4385	reg'd 11.08.11	
C-GITL	DHC-3 Turbo	307	exported to USA, reg'n cnx 01.09.11	
C-GNVA	DHC-6 400	847	now for Peruvian Air Force as 301	
N810LR	DHC-8 103	047	rr N635AR	
TT-DAD	Dash 8-311	276	st Capital Aviation Services 16.08.11, rr PH-SDT	
C-GGNY	Dash 8-0402	4386	reg'd 14.09.11	
C-GKVM	Dash 8-0402	4387	reg'd 14.09.11	
C-GGNW	Dash 8-0402	4388	reg'd 19.09.11	
C-GKVP	Dash 8-0402	4389	reg'd 19.09.11	
N2400F	DHC-2	958	st J Daniel Bachand 06.09.11, rr C-GNBA	
F-BTAU	DHC-6-200	153	exported to Canada, reg'n cnx 26.09.11	
N42729	DHC-6-300	805	st CAAMS LLC 14.09.11	
C-FTRD	DHC-6-400	851	reg'd 04.10.11	
C-FMJO	DHC-6-400	852	reg'd 29.09.11	
C-GLVA	DHC-6-400	853	reg'd 05.10.11	
C-GLVA	DHC-6-400	854	reg'd 29.09.11	
N150RN	DHC-8-103	086	rr N636AR	
C-GLUD	DHC-8-202	435	ferried Bodo-Toronto 20.09.11	
C-GLUF	DHC-8-202	440	as 435	
C-GLUG	DHC-8-202	441	as 435	
C-GKOE	Dash 8-0402	4390	reg'd 17.10.11	
C-GKQF	Dash 8-0402	4391	reg'd 17.10.11	
C-GLKA	Dash 8-0402	4392	reg'd 17.10.11	
C-GGND	Dash 8-0402	4394	reg'd 17.10.11	
DORNIER				
SN-SAB	Do 328-110	3016	ferried Augsburg - Bournemouth 28.07.11	
D-CAWI	Do 228 101	7014	rr SY-BYH 08.10, op by Planes for Africa	
N38VP	Do 328 310	3174	st KB Aircraft Acquisition LLC	
SN-IEP	Do 328-110	3026	rr D-CAAG	
D-CIRJ	Do 328-120	3035	ferried Saarbrücken - Ghardaia	
OY-NCD	Do 328-120	3104	rr N907EF	
N38VP	Do 328-310	3174	rr N394DC	
DOUGLAS/MCDONNELL DOUGLAS				
N1934D	DC-2	1368	rr N13711	
9G-AED	DC-8 62AF	46162	st Fulloutpost 191 (Pty) Ltd, rr ZS-YDB 16.08.11	
73-1682	VC-9C	47670	ferried to Dover AFB 18.08.11, for display at Air Mobility Command museum	
I-CGIA	DC-10 30(F)	47843	rr G-CGXU 26.08.11 to Turbine Motor Works	
N347DK	DC-3C	32810	ferried Shannon - Kemble 16.06.11, for Indian Air Force	
N9923S	DC-3C	25964	cnvtd to DC-3C Turbo by Basler, dd ex-Oshkosh 19.06.11	
G-CGUH	MD-82	53219	st IAP Group Australia Pty Ltd 20.07.11, rr N219AP	
EMBRAER				
N919EM	Emb.120ER	120160	rr N405PA	
N109EM	Emb.120ER	120195	rr N410PA	
N919EM	Emb.120ER	120160	rr N405PA	
N109EM	Emb.120ER	120195	rr N410PA	
VQ-T	Emb.120ER	120282	st Deborah C Aharon - trustee 11.05.11, rr N638AS	
N289YV	Emb.120ER	120289	rr N652CT	
N617WA	ERJ 135BJ	0884	st Insperity Inc 03.05.11	
N747AG	ERJ 135BJ	1132	ex PT-XUS, dd 26.05.11 to private customer	
G-VLUP	ERJ 135BJ	1127	ex PT-TKY, dd 17.06.11 to London Executive Aviation	
A40-CX	E170-200LR	0326	ex PT-TDZ, dd 30.05.11 to Royal Oman Police	
N702DR	ERJ 135BJ	00925	rr N189DR	
G-CMAF	ERJ 135BJ	01011	st Execujet (UK) Ltd 25.08.11	
M-YRGO	E170-100LR	00002	ferried Zurich - Alverca 09.11.08.11	
N909LX	ERJ 135BJ	00942	rr N908FL	
FAIRCHILD/SWEARINGEN				
N71Z	SA226-TC	TC-245	st Clingenpeel Inc 04.05.11	
N227ML	SA227-AC	AC-472	rr N672KS	

New Airbus for US carrier Spirit Airlines, A320-232, F-WWBT/N608NK (c/n 4902) at Toulouse, France prior to delivery. (Yvan Panas)



The first Lao Airways-owned Airbus A320 (the last one was leased) was given a welcome ceremony at Wattay airport after its arrival from a re-paint at Dinard via Sharjah on November 5. A320-214, RDPL-34188 (c/n 4596) entered service in November. The 142-seat jet replaces the airline's current ATR 72 turboprops on regional flights. (Grahame Hawthorne)



**Information
for the
traveller.**

Santa's Flight Crew Licence

Before Santa Claus can once again take to the air, he has to fulfil the minimum requirements for a pilot. The annual medical examination is performed in good time during the autumn. In the sight test, his prescription for reading glasses is renewed. The hearing test goes well, because in Santa's home in Lapland there is no workplace noise at all – no matter what his helpers happen to be working on. Old Santa's ECG looks just fine, even though he's over the 65-year-age limit and his body mass index is much too high. In addition, the Aviation Authority has been very kind in granting Santa a Class I medical certificate to fly without a younger colleague.

The annual theory training is next. After some revision, Santa is ready to sit tests on the Christmas Operations Manual, the Reindeer & Sleigh Flight Crew OPS Manual and the Route Manual, and to answer questions on air law, flight procedures, principles of flight, human performance, meteorology and transport of hazardous materials. Santa's official English-language test certificate is still valid, so this year he can skip that.

Then it's on to emergency training and

checking. Evacuating a sleigh in an emergency is fairly easy, so Santa focuses on a very important issue at Christmas – fire safety. After checking the smoke alarm, he practises using the fire extinguisher and smoke hood, and goes through resuscitation and first aid procedures. It's also good to revise how to summon assistance to the scene, if necessary. Use of life jackets is rehearsed. For someone who has lived all his life in Lapland, rehearsing survival in the wilds is mainly a formality, but Santa carefully checks that the locator beacon is working OK. He has never had to use it before – and hopefully not this Christmas, either.

Next it's time to go through route and aerodrome specialities. Once again a few changes have taken place during the year. Obligatory subjects are operating in Arctic areas and North Atlantic operating procedures. During this stage, the air resounds with abbreviations such as RVSM, RNAV, MNPS etc. For difficult landing areas, of which Santa has more than enough to visit, the most important details are studied. Landings on narrow roofs are practised on an EASA Standard D sleigh simulator. At the same time, it's good to practise one's

skills in situations where one or more of the reindeers is not performing optimally. Christmas flying in low visibility is also practised in the simulator.

Then comes the check ride. With the aid of the sleigh simulator, a host of helper-examiners check Santa's ability to fly in both normal and emergency situations. The simulator can be programmed with various scenarios, such as a reindeer stumbling during take-off or sleigh runner failing during landing. After several hours' hard work, Santa is certified as having passed the test and is given his flight crew licence. At the same time, he receives an instrument flight rating valid for six months and is attested fit to fly in low visibility. But at this late stage Santa is still not ready to take the reins of his low-emission sleigh. Even though Santa's flight log has well over the required 1,500 flying hours, helper-instructors make a familiarisation flight with a fully loaded sleigh. After this, Santa can breathe a sigh of relief – this year, once again, he'll make the trip.

The rest of us can start to raise our gaze to the heavens in the chance of catching a glimpse of Rudolf's shiny red nose!

With thanks to Jussi Ekman of Finnair.

Stansted Prepares For Olympics



Officials at London/Stansted Airport have teamed up with Olympian Steve Cram to launch its updated Surface Access Strategy and showcase the leading role airports will play in delivering a successful London 2012 Olympic and Paralympic Games.

The blueprint includes:

- Working in partnership with new Stansted Express operator, Abellio to deliver service improvements;
- Enhancing and extending Stansted's coach and bus route network;
- Producing better customer service levels to ensure all passengers enjoy a great journey;
- Exploring opportunities to reduce the environmental impacts from surface access transport.

"We are delighted to be an official provider to the London 2012 Games and very proud to be one of the first to say 'hello' to the thousands of visitors arriving in the UK. We know it will be an operational challenge so we're preparing now to make sure it's a success for everyone," said Stansted's Managing Director Nick Barton.

(Photo BAA Stansted)

Tours at Zurich

During the annual Davos World Economic Forum in January 2012, BUCHairTOURS of Glattbrugg, Switzerland will operate 26, two-hour ramp tours at Zurich Airport

for aviation enthusiasts and photographers. They will be available between Tuesday January 24 and Sunday January 29. Government and private executive

jets from all over the world are expected to visit. For full details of costs, fares and booking details of the tours, see www.buchairnet.com.

Events

Organisers of enthusiasts' shows and events worldwide are invited to submit relevant details for inclusion in this listing, free of charge - address correspondence to the editorial department or visit our website at www.airlineworld.com

Mar 3

Luton Aircraft Enthusiasts' Fair, Vauxhall Recreation Club, Gipsy Lane, Luton, Bedfordshire, UK. Keith Manning, tel: +44 (0)1372 725063 (Eves)

londoner7657@blueyonder.co.uk
www.aircraftenthusiastfair.co.uk

Apr 22

LGW2012, the 23rd Gatwick International Aircraft Enthusiasts Fair, K2 Pease Pottage Hill, Crawley, West Sussex. Tel: Tom Singfield +44 (0) 1403252628

LGW2012@gatwickaviationsociety.org.uk
www.gatwickaviationsociety.org.uk

May 13

Heathrow Aircraft Enthusiasts' Fair, Kempton Park Racecourse, Sunbury-on-Thames, Middlesex, UK. Keith Manning, tel: +44 (0)1372 725063 (Eves)

londoner7657@blueyonder.co.uk
www.aircraftenthusiastfair.co.uk

Jun 2

Paris 2012, Airliner Enthusiasts Convention, Best Western Hotel, Roissy, Charles de Gaulle Airport, Paris, France.

avim.mp@orange.fr www.avimage.org

Jul 14/15

Aviation and Transport Fair, The Visitors Centre, Manchester Airport, UK. www.tasmanchester.com

Jul 16-22

The Guild of Aviation Artists' 42nd Annual Summer Exhibition, Mall Galleries, The Mall, London. Susan Gardner Secretary/Administrator +44 (0) 1252 513123.

Shows/Displays

2012

May 14-16

EBACE, Geneva, Switzerland. www.ebace.aero

Jul 9-15

Farnborough International 2012. www.farnborough.com

Sep 11-16

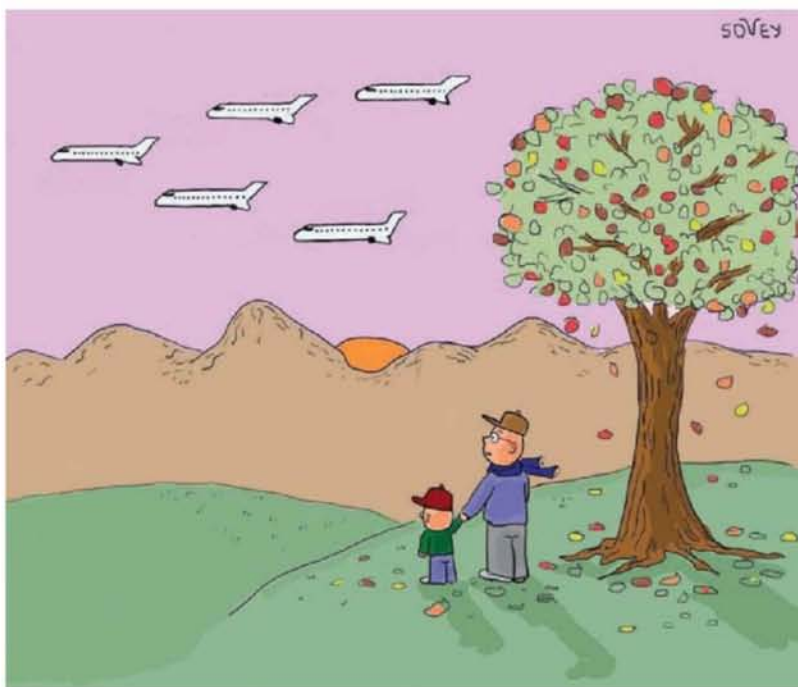
ILA Berlin 2012, Berlin/Brandenburg Airport, Germany. www.ila-berlin.de

Events are subject to change without Airliner World's knowledge. Please check details prior to travel.

No Scanner Opt Out

The UK Government announced at the end of November that air passengers will not be allowed to opt out of body scanning operations at airports. However, future equipment will result in machines, rather than security staff, seeing the images of passengers, according to Transport Secretary Justine Greening, adding that airports will be tested to ensure they remain "unable to copy, save or otherwise transmit images". A recent proposal from the EU stated that passengers could opt out of the screening, but Ms Greening added: "I do not believe that a pat-down search is equivalent in security terms to a security scan." Ms Greening also said that she would consider carefully the EC report on the health risks of scanners, as some people have expressed concerns that the backscatter scanner, which is being trialled at Manchester Airport, might emit ionising radiation.

Cartoon of the Month



...And there go the people, flying south for the winter.

Departure
Gate



Information
for the
traveller.

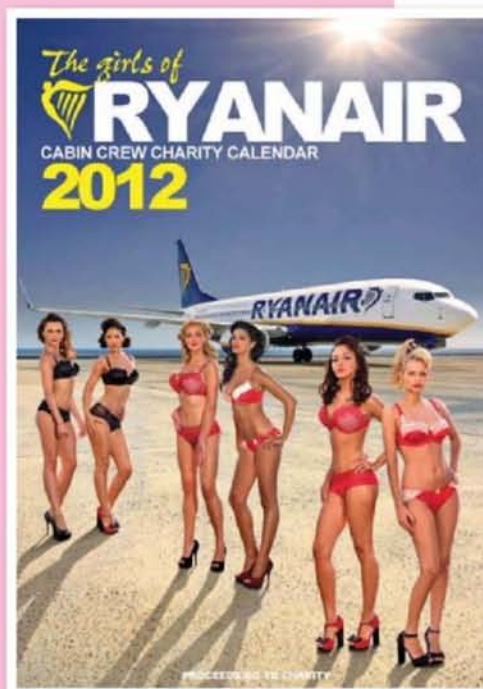
In the article about the British Aircraft Corporation One Eleven in last month's magazine, reference was made to the aircraft being used to transport rock groups. This image shows the aircraft - N999BW - in the Bon Jovi 'Bounce' tour colours. (Joe G Walker)

Bon Jovi One-Eleven



Ryanair Charity Calendar

Ryanair has launched its 2012 Cabin Crew Charity Calendar which it hopes will raise up to €100,000. According to the carrier, this will bring the total raised by "Ryanair's gorgeous cabincrew, to €500,000" since the first calendar was published in 2008. Monies raised this year will benefit the 'Butterfly Children' of the DEBRA charity and will enable 50 families, with children who suffer from the debilitating EB (epidermolysis bullosa) skin condition, to enjoy a respite week in the organisation's specially-adapted holiday accommodation in Malaga, Spain. The calendar is available onboard Ryanair flights, on www.ryanair.com and from DEBRA's Irish and Spanish charity shops (and websites) for just €10. (Photo Ryanair)





Information for the traveller.

This Douglas DC-3 now resides in a scrapyard just outside San Antonio Airport, Texas. It flew for the USAAF, USAF, RAF, Shaeef Trading Company, Ciro's Aviation, Aviensa and Aero California amongst others. Marked as XA-REP it is ex 42-32823, FD795, G-AUD, YV-C-AVK, N50F and XA-JIE. (Flyoverfred)

Starship Rarity

With just five remaining Beech 2000 Starship's airworthy, this example was seen at John Wayne Orange County Airport in August. Registered to Starship Holdings of Washington, N8285Q (c/n NC-50) was in for

maintenance at one of the few companies certified to work on the aircraft. Out of 53 machines built only 12 aircraft can now be seen, five are flyable and seven are in various museums across the USA – the rest

have been crushed by the manufacturer. It is understood that four other airframes could be in storage with a company that bought the remaining spares supply at a bargain price. (Barry Ambrose)



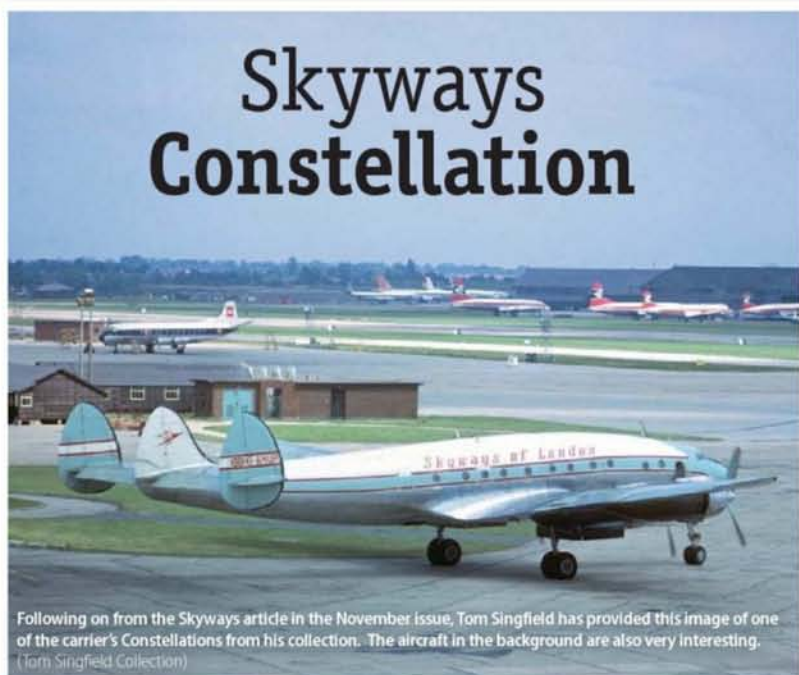
World Air Traffic Report

Airports Council International (ACI) has released its World Airport Traffic Report for 2010, with London, Paris and Hong Kong taking the first three places in terms of international passenger traffic.

In general, worldwide airport passenger numbers increased by 6.6% to 5.04 billion, while worldwide domestic traffic increased by 5.8% and international traffic jumped by 7.7%.

Position	Airport	Passengers
1	London/Heathrow, United Kingdom	60.9 mil.
2	Paris/Charles de Gaulle, France	53.15 mil.
3	Hong Kong	49.77 mil.
4	Dubai, UAE	46.31 mil.
5	Frankfurt, Germany	46.3 mil.
6	Amsterdam, The Netherlands	45.13 mil.
7	Singapore	40.92 mil.
8	Seoul/Incheon, South Korea	32.94 mil.
9	Tokyo/Narita, Japan	32.16 mil.

Skyways Constellation



Following on from the Skyways article in the November issue, Tom Singfield has provided this image of one of the carrier's Constellations from his collection. The aircraft in the background are also very interesting. (Tom Singfield Collection)

Derelict Dakota



Final Call... Cabincrew Urged to 'Hug a Pilot'

British Airways' cabincrew have been told to consider how they can interact better with pilots to improve team morale, with the scheme being dubbed 'hug a pilot'. As part of the mandatory Safety and Emergency Procedures (SEP) three-day training course, a new 90-minute team work discussion has been added. It claims that a better bond between cabincrew and their cockpit colleagues will result.

Subjects include how to undertake pre, during and post flight interaction, and how it could be inappropriate and bad mannered not to include everyone on the crew while socialising in the bar or down route.

G-SIXC, The Ultimate American Diner



For five years from 1978, the aircraft was operated by Trans Continental as N93459, flying the east coast of America loaded with motor parts and general cargo. (All photos Bob O'Brien Collection)

The aircraft enjoying fame in the French film *Une Femme Française*, masquerading as F-BBDG of Air France at Berlin/Tempelhof.

Now serving as a diner during the day at Coventry, in the evening the aircraft becomes an atmospheric restaurant.

Built at Santa Monica California as a Douglas DC-6B for Civil Air Transport, B-1006 (c/n 4550), the aircraft first took to the skies in 1958. 'X-ray Charlie' now has a new lease of life as Britain's only piston-powered diner. Situated at Air Atlantique's Coventry Airbase, the DC-6 has had a varied past, including passenger and freight operations in the Far East with the CIA under the alias of Civil Air Transport. She flew with the registration B-1006 operating out of Taiwan and was then leased to Royal Air Lao as XW-PFZ. This arrangement was terminated in August 1969 and the aircraft was returned to Taiwan for modifications but placed in storage prior to sale in 1973 as N93459 with Southern Air Transport.

She spent five years with her new operator before being sold to Trans Continental with which she served the east coast of America flying motor parts and other gen-



eral cargo for various major automobile manufacturers.

Air Atlantique first tried to place DC-6s on its Air Operators Certificate (AOC) in 1979 with the purchase of two Greenland Air DC-6Bs, but due to administrative difficulties, had to wait until 1987 before it

could take delivery of the type. On March 20, 1987 G-SIXC was officially placed onto the UK register under the ownership of Atlantic Air Transport and she made her first revenue flight from Manchester to Dublin in April 1987.

Over the ensuing years, 'X-ray Charlie' plied the airways of most European countries carrying newspapers, car parts and anything else the team at Coventry could find to fill her capacious interior. She even found fame in the movies, masquerading as F-BBDG of Air France in *Une Femme Française* and later starring in the James Bond film *Casino Royale*. The aircraft made her last flight in 2006 and was placed into storage once again, awaiting an uncertain future. Advertised for sale, she found no takers, but with some clever lateral thinking from owner Mike Collett and his team, the 'DC-6 Diner' was born.

A diner by day, serving lunch and refreshments, she becomes a more elegant setting at night, harking back to the glamorous days of air travel, inviting you to sit back, drink a cocktail and relax before dining in your very own propliner heaven. (For reservations call 024 7688 2604 or email dc6@airbasecoventry.com)

Bob O'Brien



Photograph of the Year Competition 2011

Those of you who are handy with a camera have the chance to win a great prize in this year's Photograph of the Year competition. The first prize is a £400 voucher towards camera equipment from photographic specialists Jessops, and each of the runners-up will receive a selection of books, models and DVDs. The closing date for entries is January 14, 2012, so there is plenty of time to plan the perfect picture, or maybe you already have a photo you are proud of that you took earlier this year.

The subject matter can be chosen by the photographer, but ideally should have some relevance to commercial aviation. That doesn't mean it has to be a picture of an aircraft, it can feature any subject covered by the magazine. So, you could shoot a view of an airport, a terminal, some airline employees, passengers, perhaps even an in-flight meal. Entrants may enhance and improve images as required.

Once finished, a 300dpi image should be sent to airlinerworld@keypublishing.com. Please mark the subject box as 'Photograph of the Year 2011'. Photographers can submit up to three entries each, which must have been taken during 2011, but please send only one picture per email. The winner will be selected by a panel of judges from Key Publishing, which will include professional photographers and editorial staff. The panel's decision will be final. Get snapping!



The closing date for entries received is 15:00GMT on **January 14, 2012** and we plan to feature the winning entries in the March 2012 issue of *Airliner World*.



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! AIR SAFETY

Reports and details of recent incidents.

On November 1, the crew of this LOT Polish Airlines Boeing 767, SP-LPC (c/n 28656) declared an emergency when after an hydraulic problem, all the wheels failed to lower, despite some flap being available. After burning off fuel, a textbook 'belly' landing was made, although very little of the fuselage actually touched the runway. A video of the landing can be viewed on a number of Internet sites. (Tomasz Zylowski)



No Wheels

Graduation Ceremony and Ball

This Coast Guard Search and Rescue crew, based at Waterford Airport in the South East of Ireland, has been honoured with a special award for 'Services to Aviation'. It was presented during the annual Pilot Training College International Aviation Ball and Awards Ceremony at Faithlegg House Hotel and Golf Club in Waterford, Ireland on October 22, 2011.

Presenting the award to Chief Pilot, Captain Dara Fitzpatrick, along with Deputy Chief Pilot, Captain Martyn Rayner and Winch

Operator, Neville Murphy for Rescue 117, the Chairman and CEO of Pilot Training College, Captain Mike Edgeworth, said: "This crew does a tremendous job year-round to make the south coast a safer place. They are genuine heroes and lifesavers who fly in often dreadful conditions on rescue missions that require great skill, courage, judgement and experience; scenarios spanning from medical evacuations to air accidents and from mountain rescues to airlifts off stricken ships in high seas." (Photo CTC)



Super Puma - Accident Report

The UK's Air Accidents Investigation Branch (AAIB) has published its report into the 2009 accident when a Eurocopter AS332L Super Puma, G-REDL, crashed into the North Sea with the loss of all 16 on board. The Bond-operated helicopter was on a scheduled flight from the Miller Platform to Aberdeen when some 50 minutes into the flight and cruising at 2,000ft (610m), "there was a catastrophic failure of the helicopter's Main Rotor Gearbox (MGB). The helicopter departed from cruise flight and shortly after this the main rotor and part of the epicyclic module separated from the fuselage. The helicopter then struck the surface of the sea with a high vertical speed. An extensive and complex investigation revealed that the failure of the MGB initiated in one of the eight second-stage planet gears in the epicyclic module. The planet gear had fractured as a result of a fatigue crack. However, analysis indicated that this is likely to have occurred in the loaded area of the planet gear bearing outer race".

The report continued that 36 flying hours prior to the accident, a "metallic particle had been discovered on the epicyclic chip detector" during maintenance. "This was the only indication of the impending failure of the second stage planet gear. The lack of damage on the recovered areas of the bearing outer race indicated that the initiation was not entirely consistent with the understood characteristics of spalling. The possibility of a material defect in the planet gear or damage due to the presence of foreign object debris could not be discounted." The AAIB concluded its report with 17 safety recommendations.

DATE	REG'N	C/N	TYPE	OWNER	FATALITIES	LOCATION	NOTES
Oct 25			Antonov	Yemen Air Force	4	Yemen	Landing accident
Oct 26	9N-ANW	41078	Jetstream 41	Yeti Airways	-	Nepal	Engine failure on take-off
Oct 27	C-GRXR	B-36	B100 King Air	Northern Thunderbird Air	-	Vancouver, Canada	Crashed after attempting turnback
Oct 28	OE-FKG	20036	PA-31T	Private	4	Toulouse, France	Crashed short of the runway threshold
Oct 30	4L-SKN	0043451523	IL-76TD	Air Georgia	-	Turkey	Hit by wingtip of landing IL-76
Oct 31	N480JJ	441	G150	Private	-	Florida, USA	Runway excursion after brake failure
Oct 31	NGVK	0305-079	Aerostar 601	Private	3	Mexico	Crashed after take-off
Nov 1	SP-LPF	28656	B767-300	LOT Polish	-	Poland	landed wheels up after hydraulic failure
Nov 11	XC-UHM	2127	AS332L	Mexican Air Force	8	Mexico	Crashed en route
Nov 10	N337LC	33701672	Ce 337G	LAMP Ministry	1	USA	Crashed shortly after take off
Nov 15			M119 Mi-8		1	Congo	Crashed
Nov 16	N168SL	1139	P180 Avanti	Avantair	-	USA	Ran off runway and rolled over
Nov 18	N357	P3370242	Ce T337P	Lander Skymaster	1	USA	Crashed after missed approach
Nov 21	9N-AZM		Ce 208B	Malaku Air	-	Nepal	Hit rock and caught fire on landing
Nov 23	N690SM	11337	AC 690A	Ponderosa Aviation	6	USA	Crashed into mountains after take-off
Nov 23	PK-VVG	1308	Ce 208B	Susi Air	1	Indonesia	Crashed on approach
Nov 28	N59773	52044	PA-31-350	Trans North Aviation	2	USA	Crashed into woods after reporting fuel problems

China Southern Airlines –



The Pearl of China

China Southern Airlines is one of China's greatest modern-day success stories. **Craig West** examines how the carrier embraced innovation to become the country's premier carrier.

Configured in a 506-seat, three-class layout, China Southern's Airbus A380 is powered by Rolls-Royce Trent 900 engines. (Airbus)

The decentralisation of China's single state airline, CAAC (Civil Aviation Administration of China), in the 1980s (see standalone box) led directly to the formation of several regional carriers based in the country's major cities. Among these was China Southern Airlines, located in Guangzhou, a city on the Pearl River in the Guangdong Province. The operator was granted autonomy on July 1, 1988 and commenced commercial operations the following year.

**"CAAC'S
CONSOLIDATION
EXERCISE IN JULY
2000 ALLOWED
CHINA SOUTHERN TO
AFFIRM ITS POSITION
AS CHINA'S LARGEST
AIRLINE."**

Although CAAC maintained control over the new airlines, China Southern took its inspiration from nearby Hong Kong and its national carrier, Cathay Pacific. The Chinese operator moved quickly to establish links with Western aviation companies in an effort to increase both its expertise and its revenue potential, and permission was granted for it to expand its wholly-domestic network to destinations in Singapore and across Southeast Asia.

The international expansion extended as far as the China Southern's >>





engineering set-up when it signed a partnership with Hong Kong-based Hutchison Whampoa and US manufacturer Lockheed to launch the Guangzhou Aircraft Maintenance Company (GAMECO). Opened in 1990, the company made use of a former CAAC engineering hub and, under the stewardship of its new owners, underwent aggressive expansion. The company specialised in Boeing 747 and 757 models, with a state-of-the-art facility and relatively cheap labour costs.

By 1991, China Southern and its fleet of 737s and 757s were carrying almost six million passengers a year to 90 domestic and 17 international destinations. The carrier posted a profit of \$102 million (from a total revenue of \$537 million) the following year; the announcement coincided with a government decision to give the airline, along with several others including Air China, financial independence. While this gave it free rein over its operations, the move did have several drawbacks – China Southern assumed responsibility for buying its own fuel and paying its airport fees.

In the aftermath of the Gulf War in 1991, the volatile situation in the Middle East led to a significant downturn in the commercial aviation sector: China Southern, seeking to expand its international network, took full advantage by placing an order with Boeing for six 777s. The first of the state-of-the-art twin-jets, a -200 series registered B-2051 (c/n 27357), was delivered on December 28, 1995, making the airline the first in Asia to operate the type. The 777 was used to launch its first long-haul route from Guangzhou to Amsterdam via Beijing in 1996, while trans-Pacific services to Los Angeles were added the following year.

International Investment

With China's regional carriers becoming more competitive, the government announced in 1994 that it would permit foreign investment. China Southern – aspiring to be listed on the New York Stock Exchange and keen to distance itself from the smaller, largely unprofitable domestic airlines – immediately entered talks with several US-based companies. With agreements already in place for training and maintenance, it contracted Sabre Decision Technologies, a subsidiary of American Airlines, to develop a new operations control centre.

China Southern's passenger figures soared to 15 million per annum by 1996 with gross revenue reaching \$1.1 billion. This success was carried into the stock market where almost \$700 million was generated when the airline was listed on both the Hong Kong and New York stock exchanges the following year.

The carrier introduced a further, Western-built type to its fleet in 1996 when CAAC placed an order for twenty IAE V2500-powered Airbus A320s on its behalf. China Southern had previously resisted pressure to buy domestically-manufactured McDonnell Douglas MD-80s being built under licence by the Shanghai Aviation Industrial Corporation.

Deliveries of the 777 (both -200 and -200ER variants) continued as the airline expanded its international network. Air China had assumed responsibility for almost all of CAAC's long-haul services following the decentralisation of the late 1980s – however, now free to compete against the other Chinese carriers, China Southern took advantage of the liberal, business-orientated climate of



Guangzhou and invested heavily to increase capacity on its international routes. Despite this, almost 80% of its passenger revenue was generated by its domestic network and, in order to maintain the flow of feeder traffic, the airline signed a code-share agreement with Delta Air Lines.

The Big Three

While the early 1990s had been prosperous for China Southern, its fortunes changed significantly in 1998 when unfavourable exchange rates led to it posting a loss of \$65 million; Chinese airlines as a whole lost \$775 million during the same period. With investors losing confidence in the Asian financial market, prospects for the airline soured and passenger figures declined sharply. China Southern was placed in a precarious position and introduced several steps to cut costs, including laying-off staff, delaying the delivery of new aircraft and returning some of its older ones, including two 757s and three 767s, back to their lessors. These measures helped alleviate some of

CHINA SOUTHERN FLEET LIST

Aircraft	Total	Orders
Airbus A319	41	0
Airbus A320	77	5
Airbus A321	57	0
Airbus A330	21	9
Airbus A380	1	4
ATR 42/72	3	0
Boeing 737	111	51
Boeing 757	15	0
Boeing 777	10	0
Boeing 787	0	10
COMAC C919	0	20
Embraer 145	6	0
Embraer 190	7	13
Total	349	112



CAAC

In a manner not dissimilar to the Soviet Union's, the People's Republic of China established the China Civil Aviation Administration (CAAC) to oversee the country's non-military aviation following the communist revolution of 1949. Managed initially by the People's Liberation Army Air Force, the organisation assumed responsibility for operating commercial flights. CAAC (Civil Aviation Administration of China), as it was renamed in 1962, moved away from its Soviet-supplied fleet when it placed an order for six Vickers Viscounts. This was followed by the acquisition of four Hawker-Siddeley Trident 1Es from Pakistan International Airlines in 1970 – a further 20 were subsequently pur-

chased directly from the manufacturer. CAAC gradually transitioned towards a more Western approach as it added US and UK-built aircraft to its fleet and, by 1984, sweeping reforms introduced by the State Council (which now controlled the carrier) led to the introduction of five domestic airlines – Eastern, Northern, Northwest, Southern and Southwest – to operate in each of the major regions. The operators soon picked up the 'China' prefix, while international routes were operated by another new airline, Air China. The evolution from state-owned monopoly to regionally controlled carriers was restrained but introduced a previously absent level of competition that allowed them to flourish. (Photo Key Collection)



"FOR AN AIRLINE ACCUSTOMED TO FIRSTS, IT IS UNSURPRISING THAT CHINA SOUTHERN OPERATED THE FIRST PASSENGER FLIGHT SINCE 1949 TO LINK MAINLAND CHINA WITH TAIWAN."

the pressure on the airline, while the introduction of special incentives to US travel agents and code-share partner Delta generated additional traffic. Further respite came when CAAC barred carriers from using discounted fares to fill flights (identified as one of the contributing factors in the downturn) while the Chinese Government also reduced infrastructure taxes to help the ailing domestic airlines. The intervention of CAAC to control pricing and capacity on domestic routes led to a steady improvement in 1999, and China Southern's cargo traffic increased by 12% in the first quarter alone.

The Asian financial crisis taught CAAC a valuable lesson and, having appreciated how vulnerable the Chinese air travel market had been, plans to consolidate the industry were announced. The authority began looking at potentially merging all of the 34 domestic carriers into a small group of airlines, with the joining of China Southern and Air China expected to lead the process. Air China's poor financial performance had left it unable to launch its own public offering

The short-haul Airbus A320 accounts for a sizeable portion of China Southern's fleet. (Airteamimages.com/Stephane Beillard)

The emergence of 'the big three' led to China Northern being acquired by its Guangzhou-based competitor, China Southern, in 2000. (Airteamimages.com/Andy Martin)

China Southern considered its membership of SkyTeam as crucial in its bid to distance itself from its domestic competitors. This Airbus A330, B-6528 (c/n 1202), was painted in a special livery to promote the alliance. (Airteamimages.com/Tomba)



and, with China Southern now the country's biggest carrier, the latter was expected to manage the proposed group. Despite its losses, the carrier had shown great resilience in the face of difficult market conditions, demonstrating an ability to balance the bureaucratic demands of Beijing with those of the competitive international market.

The proposed merger would have a combined fleet of over 160 aircraft (more than one-third of the country's total), and with China Southern in particular having grown so rapidly, the airline's President, Yan Zhi Qing, outlined his ambition to see the carrier become the

largest in the world.

CAAC's consolidation exercise was finally launched in July 2000, though the merger between Air China and China Southern failed to materialise. Instead, the two carriers, along with China Eastern, formed the cornerstones of three new groups – 'the big three'. China Southern acquired Zhongyuan Airlines, China Northern and China Xinjiang – takeovers that, combined with its majority shareholdings in Xiamen Airlines and Chongqing Airlines plus interests in Sichuan Airlines, allowed it to affirm its position as China's largest carrier.

>>

Airbus versus Boeing

As it had been with the 777, China Southern became the first operator in mainland China of the A330 with its order for four examples in September 2003. Despite most Chinese carriers having been granted financial independence, orders for new aircraft were often handled centrally, and in bulk, by the government through the China Aviation Supplies Import and Export Group; these aircraft would then be distributed among the airlines.

The first Rolls-Royce Trent 700-powered A330-200, B-6056 (c/n 649), joined China Southern in late February 2005, but the delivery was overshadowed by the significant events of the previous month. On January 28, China Southern made a commitment with the European manufacturer Airbus for five A380s, placing the carrier again at the forefront of Chinese aviation. Barely a few hours after signing its deal with Airbus, the government, acting on behalf of Air China, China Eastern, China Southern, Hainan Airlines, Shanghai Airlines

"CHINA SOUTHERN'S PASSENGER FIGURES SOARED TO 15 MILLION PER ANNUM BY 1996 WITH GROSS REVENUE REACHING \$1.1 BILLION."

The first Embraer 190 was delivered to China Southern in August 2011, the airline using the type to serve the Xinjiang region of Western China. (Embraer)



and Xiamen Airlines also placed an order with rival manufacturer Boeing for 60 7E7s. The Boeing deal, valued at an estimated \$7.2 billion, was the largest to date for the type and was the catalyst for the aircraft receiving its official designation of 787.

With the Chinese market considered to be one of the largest areas for growth in air travel, both Airbus and Boeing pushed for sales. China Southern, having initially operated an all-Boeing fleet, placed another two orders with the European manufacturer for further examples of both the wide-body A330 and single-aisle A319/320/321 models, though Boeing remained within touching distance of its rival with orders for the 737-700 and -800 series.

CHINA SOUTHERN LIST OF SUBSIDIARIES

- China Postal Airlines
- Chongqing Airlines
- Guizhou Airlines
- Sichuan Airlines
- Xiamen Airlines
- Zhongyuan Airlines
- Zhuhai Helicopter Branch

China Southern was the first Asian operator of the Boeing 777, taking advantage of the downturn in sales following the first Gulf War. (Airteamimages.com/ Daniel Alaerts)





China Southern Cargo

Formed in 2001, China Southern Cargo marked the airline's first step into the all-freight market. Its launch was followed shortly after by the introduction of the in-house-developed 'Tang' cargo-monitoring system, the first of its kind in the country. China Southern Cargo entered the international freight market in 2002 when it launched the Shenzhen-Shanghai-Chicago route using two brand-new Boeing 747-400F freighters. Further services to Amsterdam (in association with

KLM) were added before the operator expanded its network further to coincide with the delivery of the first of five 777-200Fs in 2008. The air freight division followed its mainline parent into the SkyTeam alliance in 2010 – SkyTeam Cargo applies the alliance's concepts of co-ordination and delivery to the air freight sector and has allowed China Southern's cargo arm to integrate its business into an international freight network. (Photo Airteamimages.com/Bailey)



An expanding network

For an airline that had become accustomed to firsts, it is unsurprising that the first passenger flight since 1949 to link mainland China with the Republic of China (Taiwan) was operated by China Southern. Flying from Guangzhou to Taipei, the charter flight was returning passengers following the Lunar New Year in 2005.

With relations between Taipei and Beijing remaining frosty, passengers travelling between the two cities had been forced to fly via a third destination; and it was a further three

Some of China Southern's cabin crew are pictured during the maiden flight of the carrier's Airbus A380. The type is being used initially to operate domestic services between Beijing, Shanghai and Guangzhou. (Airbus)



CHINA SOUTHERN
CARGO FLEET

Aircraft	Total	Orders
Boeing 747-400F	2	0
Boeing 777-200F	5	1

years before an agreement was reached to allow the resumption of direct flights. Even then, tensions between the countries remained high and Taiwan's fear of an attack meant that air services had to take a circuitous route via Hong Kong airspace.

As the largest of the big three carriers in the country, China Southern, with its distinctive logo of a red kapok flower (the city flower of Guangzhou) on a blue tail fin, dominated the domestic market with its hubs at Guangzhou/Baiyun and Beijing/Capital. The airline also had a strong

presence in Changchun, Changsha, Dalian, Shenyang, Shenzhen, Wuhan and Zhengzhou, and both owned and operated two airport terminals in its own right – Terminal One at Xi'an/Xianyang and Terminal Three at Ürümqi/Diwabao. Keen to elevate itself above Air China and China Eastern, both in terms of its network and its level of service, China Southern signed a memorandum of understanding with the SkyTeam airline alliance – yet another first for the carrier. Membership of the group was formally approved on November 15, 2007. >>

"CHINA SOUTHERN DEMONSTRATED AN ABILITY TO BALANCE THE BUREAUCRATIC DEMANDS OF BEIJING WITH THOSE OF THE COMPETITIVE INTERNATIONAL MARKET."

International Recognition

China Southern's acceptance into the SkyTeam alliance represented a major statement of intent for the airline as its fleet swelled to almost 350 aircraft and its network increased to 121 destinations. In addition to code-shares with its alliance partners, the carrier also signed agreements with Asiana Airlines, Cathay Pacific, Dragonair, Garuda Indonesia and Japan Airlines. China Southern incorporated these partnerships into its frequent flyer programme, Sky Pearl Club (a reference to the Pearl River which runs through the carrier's Guangzhou base), allowing passengers to collect loyalty points from the airline itself and its partner carriers.

In 2009, China Southern became the largest airline in Asia, and the only Chinese carrier to be ranked inside the world's top ten airlines, when it carried almost 66.3 million passengers – the figure rose to 76.5 million the following year. As average load factors increased above 79% and net profits

Below • Pictured at the handover of the airline's first Airbus A380 is Si Xianmin, President of China Southern, with Airbus President and CEO Tom Enders (left) and the Chief Operating Officer of Rolls-Royce, Eric Schulz (right). (Airbus)

Bottom • China Southern President Si Xianmin is pictured on the flight deck of the carrier's first Airbus A380. (Airbus)



Enter the A380

Ordered in 2005 and expected to join the carrier in time for the 2008 Beijing Olympic Games, China Southern's first Airbus A380 was eventually delivered on October 14, 2011 – the delay was prompted by the carrier in the light of unfavourable market conditions. Nicknamed *The Pearl of the Sky* after the airline's 'Sky Pearl' frequent flyer programme, the Rolls-Royce-powered super jumbo, B-6136 (c/n 031), was the first of the type to be operated in China. The second example is currently test flying at the manufacturer's base in Toulouse, France. Delivery of the remaining three airframes is expected to be completed by 2013. "Four years of operation show that airlines who fly the A380 increase capacity, gain market share and improve load factors – with an A380 now taking off or landing every 15 minutes," remarked Airbus President and CEO Tom Enders. "Our forecast shows

China will remain one of the fastest-growing aviation markets for the next 20 years," he continued. "As China's first A380 operator and customer, China Southern is getting a head-start against the competition."

Airbus has now delivered 58 A380s, with China Southern becoming the seventh customer worldwide to operate the type. Despite having a potential seating capacity of up to 525 in a three-class layout, the airline has opted for a slightly more reserved configuration featuring eight First Class 'Platinum' suites, 70 lie-flat First Class seats and 428 Economy Class seats. Interestingly, the carrier is the first to employ the type on domestic routes, with the aircraft initially operating services between Beijing, Shanghai and its base at Guangzhou. Longer-term, it is expected that the A380s will be used to operate high-capacity international routes. (Photo Airbus)



soared to \$883 million, China Southern placed further orders for 50 A320s and six A330s, along with ten Embraer 190s which were due for delivery in 2011.

The carrier was awarded a four-star ranking by Skytrax, the independent airline surveyor, and followed this with CAAC's prestigious five-star flight safety award after a record-breaking period in which it accumulated 8.75 million flying hours without incident, 208 consecutive months of safe operations and carried over 700 million passengers. The award was attributed in part to the airline's young and modern aircraft – despite its large size, the fleet has an average age of just 6.5 years.

Building on Success

China Southern and its subsidiaries now operate an average of 2,900 scheduled flights each week on over 660 routes; and since it joined SkyTeam, passengers now have access

to 916 destinations in 169 countries through the airline and its partners. It has successfully transformed its network from a point-to-point to a hub-and-spoke system, leading to a significant increase on key routes such as Australia where passenger numbers rose by 97% for 2010. The carrier boasts the largest route network in China and, in terms of fleet size, is ranked as one of the top six airlines in the world.

With a willingness to embrace innovation and an ability to distance itself from the Beijing-led bureaucracy that has bogged down so many of its competitors, it is perhaps not surprising that China Southern has risen to such a dominant position. Having recently received its first A380, and with orders exceeding 100 aircraft still outstanding, its status as China's number-one carrier looks likely to remain unchallenged for some time to come. **W**

nextmonth

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key

Acronyms and abbreviations have become an intrinsic part of business speak. In the commercial aviation business their usage has become unavoidable and in the following table we try to guide you through some of those most commonly-used examples in the pages of Airliner World. This list will be regularly updated.

AAIB Air Accidents Investigation Branch (UK)
ACAS Airborne Collision Avoidance System
ADR Accident Data Recorder
ALPA Air Line Pilots Association (US)
ANS Airborne Navigation System
APU Auxiliary Power Unit
ATC Air Traffic Control
ATP Advanced Turbo-Prop (BAe)
ATS Air Traffic Service
BAe British Aerospace (now renamed BAE Systems)
CAA Civil Aviation Authority (UK)
CDA Continuous Descent Approach
CEO Chief Executive Officer
CIS Commonwealth of Independent States (formerly Soviet Union)
c/n Construction number
combi Aircraft that routinely carry passengers and cargo on the main deck at the same time
CVR Cockpit Voice Recorder
dB Decibel
DfT Department for Transport (UK)
DME Distance-Measuring Equipment
EADS European Aeronautic Defence and Space Company
EASA European Aviation Safety Agency
ERAA European Regions Airline Association
EROPS Extended-Range Operations

ETOPS Extended-range Twin-engine Operations
FAA Federal Aviation Administration (US)
FAI Fédération Aéronautique Internationale (France)
FAR Federal Aviation Regulations (US)
FBO Fixed Base Operator
FDR Flight Data Recorder
FL Flight Level (usually expressed in hundreds of feet)
FOD Foreign Object Damage
GA General Aviation
GAPAN Guild of Air Pilots And Navigators (UK)
GDP Gross Domestic Product
GE General Electric
GE CAS GE Capital Aviation Services
GMT Greenwich Mean Time
GNS Global Navigation System
GPS Global Positioning System
GPU Ground Power Unit
IACA International Air Carrier Association
IAP International Airport
IATA International Air Transport Association
ICAO International Civil Aviation Organization
IFALPA International Federation of Air Line Pilots Associations
IFR Instrument Flight Rules
ILFC International Lease Finance Corporation
ILS Instrument Landing System
IMC Instrument Meteorological Conditions
INS Inertial Navigation System
JAA Joint Aviation Authorities (European)
LCC Low-Cost Carrier
LCD Liquid Crystal Display

LED Light-Emitting Diode
localiser Steering guidance element of an ILS system
LORAN Long Range Aid to Navigation
MD Managing Director
MLS Microwave Landing System
MLW Maximum Landing Weight
MoD Ministry of Defence (UK)
MoU Memorandum of Understanding
MRO Maintenance, Repair and Overhaul
MTOW Maximum Take-Off Weight
NASA National Aeronautics and Space Administration (US)
NATO North Atlantic Treaty Organization
NBAA National Business Aircraft Association (US)
OFT Office of Fair Trading (UK)
PAPI Precision Approach Path Indicator
PAR Precision Approach Radar
pax Passenger
P&W Pratt & Whitney
PPL Private Pilot's Licence
PR Public Relations
RFP Request for Proposals
RVR Runway Visual Range
SARS Severe Acute Respiratory Syndrome
SID Standard Instrument Departure
STAR Standard Terminal Arrival Route
STOL Short Take-Off & Landing
TCAS Traffic alert and Collision-Avoidance System
TWR Tower - airport control tower
VASI Visual Approach Slope Indicator
VFR Visual Flight Rules
VMC Visual Meteorological Conditions
VOR VHF omni-directional range (radio beacons)